

# The Mining Journal

## RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 516.—Vol. XV.]

LONDON: SATURDAY, JULY 12, 1845.

[PRICE 6D.]

**MINE SHARES FOR SALE—TREWOLLACK.—TO BE SOLD, BY AUCTION, on Wednesday, the 16th inst., at Six o'clock in the evening (unless previously disposed of by private contract), at Pearce's Hotel, Truro, by Mr. NICHOLAS TREVENA, auctioneer and mine broker, FOUR (2400) SHARES in that promising LEAD MINE, called TREWOLLACK, situated in the parish of St. Columb Minor, Cornwall.—For particulars apply to the auctioneer.**  
Dated Redruth, July 9, 1845.

**SHARES IN BRITISH MINES, REVERSIONS, &c.**  
**MR. C. WARTON'S next SALE, BY AUCTION, will take place at the Auction Mart, opposite the Bank of England, on Friday, 18th July, at twelve o'clock, and will include SHARES in several highly promising BRITISH MINES, including the Tincroft, Tamar Consols, East Tamar Consols, Stray Park, United Hill, and Holmbush; also in Lant, South Roebur, West Trevelian, &c.; SHARES in Public Institutions, Money in the Funds, &c.**  
Particulars may be had in due time at the Auction Mart, and of Mr. C. Warton, Auctioneer and estate agent, 38, Threadneedle-street.

**BOG MINES, NEAR SHREWSBURY.—TO BE SOLD, BY AUCTION, by Mr. WILLIAM HALL, on the premises, on Monday, the 21st July next, and following days, all the ENGINES, MACHINERY, MINING MATERIALS, and other STORES, belonging to the Bog Mining Company, consisting of—**

ONE 70-inch cylinder PUMPING-ENGINE, 10-stroke in the cylinder and 9-ft. stroke in the shaft, with three boilers; 3 balance-bobs, 4 15-inch plunger-poles, stuffing-boxes, and glands; 15 H-pieces, clackdoor-pieces, and windroves; 2 15-inch working-barrels, 11-ft. long each; 170 fathoms of iron pumps, from 15 to 17 inches diameter; 220 fathoms of main rod, from 5 to 14 inches square; strapping plates and pins, iron bucket rods and shells, 2 castpans and shears, 200 fathoms of 15-inch castpan rope, 250 fathoms of 11-inch ditto, house water lift, of 6-inch working-barrel, 25 fathoms of 7-inch pumps, 8-inch plunger-pole, stuffing-box, and gland, H and clackdoor-pieces.

ONE 18-inch cylinder WINDING-ENGINE, 4-foot stroke, with one boiler, winding apparatus complete; 500 fathoms of wire rope, stands, pulleys, kibbles, &c.

TWO 20-inch cylinder ENGINES, 4-foot stroke, for pumping and winding, with two boilers to each; balance-bobs and rods, 3 plunger-poles, stuffing boxes, and glands, from 4 to 6 inches diameter; H and clackdoor-pieces and windroves; 130 fathoms of pumps, 6 to 8 inches diameter; 41-inch plunger-pole, stuffing-box, and gland; H and clackdoor-pieces and windroves; 45 fathoms of 4-inch pumps, 300 fathoms of wooden rods, 5 to 6 inches square; strapping plates and pins, 90 fathoms of 9-inch castpan rope, winding apparatus complete, 300 fathoms of wire rope, pithead, pulleys, kibbles, &c.

**SUNDRY MATERIALS.**

ONE IRON WATER-WHEEL, 14-foot diameter and 2-feet in the breast; 2 whistles, quantity of round chain, timber carriage, 3 carts, oak and deal timber, large quantity of wrought-iron rails, 24 inch by 1 inch, with cast axles; 3 17-inch plunger-poles, 1 15-inch ditto, 1 14-inch ditto, stuffing boxes and glands, H-pieces, clackdoor-pieces, windroves, pumps, from 4 to 15 inches diameter, air-pipes, turnbuckles, winches, ladders, kibbles, boards, flange pins, iron, of various sizes, a large quantity of wrought and cast scrap iron, smiths' bellows, vices, anvils, and tools, miners' tools and shovels, powder, miners' chests, and a great variety of other articles, too numerous for an advertisement.

Also, useful office and household furniture, gig, bay mare, harness, and other effects.

May be seen on application to Frank Walker, Esq., or Mr. C. Morcom, engineer, on the premises.—Catalogues will be ready in a few days, and may be had on application to the auctioneer, High-street, Shrewsbury.

**BROWNWILLY.—VALUABLE FREEHOLD AND OTHER PROPERTY, situated in the most renowned MINING DISTRICT in the county of CORNWALL.—TO BE SOLD, BY PUBLIC AUCTION (free of Auction Duty), by Mr. COAD, at Oliver's Hotel, Bodmin, on Tuesday, the 5th day of August next, at Four o'clock in the afternoon.**

The fee-simple and inheritance of and in all that tenement known by the celebrated name of BROWNWILLY, situated in the parish of ST. BREWARD, otherwise Symonsway, in the county of Cornwall, containing about 990. 0s. 33d. of land, with an extensive right of common, now in the occupation of Philip Hays, as tenant at will. There is an annual profit payable to the tenant of 10s. 6d. per annum, arising from Tin Stream Works thereon, now in a prosperous state of working.

All that messuage, tenement, and premises, called FEARNAKE, adjoining Lot 1, and also situated in the said parish of ST. BREWARD, otherwise Symonsway, in the county of Cornwall, containing about 990. 0s. 33d. of land, with an extensive right of common, now in the occupation of the said Philip Hays, as tenant at will. One moiety of this lot is held in fee-simple, and the other moiety for the remainder of a term of 999 years, of which 721 years are now unexpired.

The name of "BROWNWILLY" is too well-known to render it necessary to enlarge on its position as one of the most prominent "Lions" of Cornwall; but, it may be added, that, by reason of the recent extraordinary, grand, and lucrative discoveries in the mineral productions of the lands in this district, the various ores and metals are being brought away from the palm from those of the Great "Trevanion," and others in its neighbourhood in the west, where alone, until within the last four or five years, those hidden treasures were supposed to be found, this fine property (in which as yet no trial for those riches has been made, except for tin, of which considerable quantities have already been discovered and sold, but towards which all those neighbouring valuable mines, now in full operation, are driving and approaching) may be considered and fairly estimated as one of the most inviting, attractive, and precious, ever offered for competition, and well worth the attention of capitalists and speculators in mine adventures.

The above property is situated about twelve miles from Liskeard, twelve from Launceston, twelve from Bodmin, and four from Camelford—all of them market towns of high repute, and rendered more so of late by the increasing populations congregated thither by the numerous additional mines springing up in their vicinity; and the various railroads from Exeter to Falmouth, with their branches, will afford every facility for a ready sale of the produce of this property, whether of agricultural or mineral products are bearing.

The respective tenants will show the premises, and for further particulars, application must be made (if by letter to be post-paid) to Messrs. Glubb, solicitors, Liskeard; or Messrs. J. and H. T. Smith, solicitors, Devonport.—Dated July 7, 1845.

**FREEHOLD COPPER ROLLING-MILLS, HAMMER-MILLS, FURNACES, REFINERY, FOUNDRY, and FACTORY, with very valuable water-power, with a fall of about 5 ft. 9 in. on the River Wode, in Garrett's lane, WANDSWORTH, SURREY, fully equipped between 70 and 80-horse power, all well enclosed, with a manager's dwelling-house, good garden, numerous workmen's cottages, with gardens, and several valuable parcels of meadow land, containing altogether nearly twenty acres, most eligible situated within one mile and a half of Wandsworth, in the county of Surrey, and about seven miles from London.—TO BE SOLD, BY PRIVATE CONTRACT, by Messrs. DRIVER, the above most valuable and desirable FREEHOLD PREMISES, exonerated from land tax, which are now, and have for nearly a century and a half been worked by the Governor and Company of Copper Miners in England.**

The premises comprise a convenient small dwelling-house for a manager, with a most excellent garden; a building, about 98 feet by 70 feet, called the "Rolling-Mill," and a very capital iron water-wheel, 18 feet diameter by 14 feet in width; a hammer-mill, about 70 feet long, with two other water-wheels, one 15 feet and the other 12 feet diameter; a new building, called the "Refinery and Foundry," about 85 feet by 42 feet, with three furnaces; stabling, sundry workshops, and a counting-house; an Artesian well, 165 feet deep, with 8-inch copper pipes; twelve workmen's cottages, and sundry parcels of most desirable and valuable meadow land, containing altogether about twenty acres.

The purchaser may, or may not (as he pleases), take the machinery at a valuation, and, in the event of his not taking it, the vendors reserve to themselves the power of selling the same by auction, or otherwise, on the premises, as per inventory.

To be viewed on application to Mr. Bashford, residing on the premises; and further particulars may be had of Messrs. Driver, surveyors and land agents, 8, Richmond-terrace, Parliament-street, London.

**TO CAPITALISTS.—CARMARTHENSHIRE AND GLAMORGANSHIRE, SOUTH WALES.—THE AGENT of an extensive ESTATE, calls the attention of IRONMASTERS, COALMERS, MANUFACTURERS, FARMERS, and CAPITALISTS in general, to this announcement. He is prepared to enter into arrangements with respectable parties for the LEASING, on long terms, of various descriptions of PROPERTY, now the objects of public attention—anthracite, bituminous and steam coal, culm, ironstone, limestone, marble, flag, and other quarries; fire clay and brick earth, also for building and near a flourishing and fast-rising commercial town, seaport and fishing port, and in the coal and iron districts lies for works joining a railroad and canal, leading by their main trunks and branches to three seaports—water-power is almost general. Situations for rural and marine residences in the most beautiful parts of the country, commanding views of Swansea and Carmarthen Bays and the back mountains, with good roads, cheap markets, and daily communication with Bristol, Gloucester, and the metropolis. The sportsman will find his pursuits rewarded with woodcock, snipe, and other game in winter; and, in summer, trout, salmon, and the much-esteemed sea-bass—a fish peculiar to the peninsula.**

The estate, containing 12,000 acres, is situated in twenty-four parishes, offering every variety of soil and scenery to the admirer of the picturesque, and numerous objects of interest to the geologist.

As an inducement to capitalists to embark in such agricultural improvements, as draining, planting, erection of proper homesteads, &c., which now so deservedly occupy public attention, leases of ninety-nine years (a term usually confined to building leases) will be granted for these purposes. Cheap food, cheap labour, cheap fuel, and cheap raw material of every description, will give the manufacturer an advantage over every other part of Great Britain; while the large and still increasing trade in coal affords an intercourse with all parts of the world for the transmission of raw materials from other localities at cheap back freights, and for forwarding to their destination the manufactured articles.—This more particularly applies to those undertakings where the consumption of coal forms a principal ingredient. The South Wales Railway will pass through the town and the three seaports, and through and near a large proportion of the estate near the sea coast, while the contemplated Welsh Midland Railway will bring the collieries, ironstone, limestone, and other quarries within an easy distance of the agricultural counties of Hereford and Worcester, and the great chain of railway communication connecting Birmingham, Liverpool, Manchester, and all the important manufacturing districts of England.

For further particulars apply to Mr. F. L. Brown, solicitor, Elanelli, Carmarthenshire; or to Mr. John Williams, solicitor, 1, Verulam-buildings, Gray's Inn, London.

**MONMOUTHSHIRE—IMPORTANT TO IRONMASTERS, COAL MERCHANTS, and CAPITALISTS.—TO BE SOLD, BY PRIVATE CONTRACT, all that valuable ESTATE, called by the name of PEN Y TRANCE, situated in the parish of TREVEITHIN, in the county of Monmouth, and containing, by admeasurement, 360. 1a. 1c. chiefly arable and pasture land, with some coppice; together with a good farm-house and buildings, and two cottages thereon, producing the surface rent of £26. This estate abounds in MINERALS, both IRON, STONE, and COAL, and there can be no doubt, from the result of the working of neighbouring properties, that the following veins will be found therein—viz., the Sops Vein, Black Pins Mine, New Vein Coal, Broddeg Vein Coal, Red Vein Coal, Yard Vein Coal, Meadow Vein Coal, Stone Vein Coal, Yard Vein Mine, Meadow Vein Mine, Spotted Pin Mine, and the Bottom Vein Mine.**

The property offers peculiar advantages, inasmuch as the veins may be worked either from the Cwm Nant Ddu or from the Cwm Glyn Valley, and can be brought to market at a cheap rate, the estate being distant only about 600 yards from the Cwm Nant Ddu Tramroad, which joins the canal at Pontnewydd Rolling-mill, and also within easy distance of the tramroad, leading from the bottom of Blaen y Cwm Incline Plane. The estate is copyleft of the Manor of Wentland and Bryngwyn.

For further particulars apply to Mr. William James, mineral surveyor, Trosnant, Pontypool; or to Messrs. Prothero, Towgood, and Fox, solicitors, Newport.

**CAPITAL, EXTENSIVE, and VALUABLE SLATE QUARRY, with immediate possession.—TO BE LET, OR SOLD, all that capital, extensive, and valuable QUARRY of SLATES, of the best quality, now open, and in work, called Rhiwbach, together with the cottages and other offices attached thereto, situate in the parish of PENMACHO, in the county of Carnarvon.—The above quarry has been worked for about twenty years, and is situate within two miles only of the Ffestiniog Railway, along which is conveyed the slate from the neighbouring extensive quarries to Portmadoc; and, by a comparatively small outlay, a road might be made from the above quarry to the sea, by which the slate might be conveyed to the coast by the Ffestiniog Quay, on the River Conway.—An excellent shipping for vessels of large tonnage. The quarry is capable of being extensively and profitably worked by an experienced and spirited capitalist, who will find the above well worthy of his notice.—Terms liberal. Also a comfortable HOUSE, with an extensive FARM.—For further particulars apply (by letter, post paid) to Mr. Mouldsle, Gwynedd, Anglesey.**

**COPPER MINE FOR SALE, situated in the island of CUBA, twenty miles from the port of Nuevitas.—Five shafts, from 50 to 90 feet, have been sunk on the land, which has been thoroughly explored by mining captains for more than 900 feet east and west, and pronounced one of the richest mines in the whole island.—Upwards of \$40,000 worth of ore has already been taken out, but as the works must now be extended, more capital is required; and for this reason only one-half, or five-eighths, of this valuable property is OFFERED FOR SALE to CAPITALISTS who will work it. A new engine, pumps, tools, and 100 acres woodland is attached to the mine, within 200 yards of which passes the Nuevitas and Principe Railroad.—Reference may be made to Messrs. Carnie and Tolo, of Liverpool; Geo. Dilson, Esq., U.S.V. Consul, Nuevitas (Cuba), and Messrs. John Simmons and Son, Boston, U.S.**

**LEAD MINE FOR SALE.—FOR SALE, BY PRIVATE CONTRACT, with immediate possession, the CATHOLE MINE, ENGINES, and MATERIALS of all kinds now standing upon it, at a very low price. The mine is held upon lease from the lords of Mold by the Mold Mines Company, and a sub-lease, upon liberal terms, will be granted of this mine and the ground about it. The water has been completely drained, and the mine is now open for inspection. A trial of deeper ground can be made for a moderate sum, and the adventure is worthy the attention of parties interested in mines. The pumping-engine is of great power, having a cylinder of 30-inches diameter and 10-foot stroke, and the pumpwork is of large size and great strength; there is also a winding-engine, having a 20-inch cylinder 4-ft. stroke, and is well adapted to its work.—The whole may be seen, and all particulars learned, by applying to Mr. R. Williams, Royal Oak, Mold; Mr. Joel Williams or Captain Reed, Mold Mines, near Mold, Flintshire.**

**MINE MATERIALS.—I. T. TREGELLAS, QUAY, TRURO, presents his respects to MINERS, and begs to OFFER them the following GOODS, of good quality, and at the lowest market prices:**

IRON, including best SHROPSHIRE BARS, cast-iron, and CHAIN IRON, BOLTS, PLATES, KIBBLE-PLATES, HOOPS, and SHEETS  
STEEL of every description  
COALS  
GUNPOWDER and POWDER CANS  
HEMP and WIRE CORDAGE  
Best Scrap Chain, warranted  
Nails of all sizes  
SHEET LEAD, White Lead, and Red Lead  
SHOVELS  
Picks and Pick Monies  
Mallets and Mallet Iron  
Saws and Hatchets  
Shovel Hills from 1s. per doz. to 5s. per doz.  
Pick Hills

**IMPORTANT MINING PROPERTY IN CORNWALL FOR SALE.—TO BE SOLD, BY PRIVATE CONTRACT, in fee-simple, an undivided ONE-FOURTH PART of and in the surface of certain parts of the MANOR of EAST CUSGARNE, in the parish of GWENAP, in the county of Cornwall, containing about 700 acres; one moiety of which is unmined and uncultivated, and the remaining parts are built on and cultivated, and divided into forty-eight tenements.**

And also an undivided THREE-FOURTH PARTS, or THREE PARTS IN FOUR, of and in the surface of certain other parts of the SAME MANOR, containing about forty-six acres, and divided into five tenements.

The tenements are severally leased for terms of ninety-nine years, determinable on the deaths of certain persons therein respectively named, in which leases all minerals are reserved, with power to enter and to search for and remove the same, and are subject to the payment of certain yearly conventional rents, and to a heriot on the death of each life.—The conventional rents payable in respect of the one-fourth and three-fourth parts respectively of the inclosed tenements amount to £12 5s. 7d. per annum.

Also an undivided ONE-FOURTH PART of and in all TIN, COPPER, and OTHER MINERALS, in and throughout the entire MANOR of EAST CUSGARNE, comprising about 800 acres of land, and forming part of the celebrated mineral district of GWENAP, the most productive in the county of Cornwall.

This manor has, from an early period, been supposed to possess great mineral treasures, and is now known to be intersected throughout by valuable lodes of copper. The "lords," or landowners, are Lord Clifford, Lord Clinton, the representatives of the late Sir John St. Aubyn, Bart., Henry Frymman Andrew, Esq., the Messrs. Williams, and the representatives of the late Richard Ashley, Esq. There are now four mines in full operation within this manor—the well-known Consolidated Mines, the United Mines, Wheel Clifford, and Wheel Andrew—the sets or leases of which extend over about 650 acres, leaving about 150 acres ungranted.

The Consolidated Mines alone, between the years 1819 and 1839 (besides repaying a capital of £75,000, expended in settling them to work), yielded to the adventurers, by whom they were wrought, a clear profit of about £400,000, and to the lords, within the like period, upwards of £75,000. These mines are now conducted by a wealthy and spirited company, under a set for twenty-one years, of which about sixteen years are unexpired, and although the returns to the adventurers have not, within the last five years, been large, the lords have received within that period upwards of £12,000, clear of deductions, at the reasonable dues of 1-24th on the ores raised. The adventurers are now opening much new ground, and actively extending their operations into land yet unwrought.

The limits of this set within East Cusgarne are supposed to be about 250 acres, a considerable portion of which has been yet unexplored.

The United Mines, which extend over about 170 acres, are at this time realizing large profits to the adventurers, and, of course, paying considerable dues to the lords, whilst the great extent, as well as favourable appearances, of the workings, hold out every prospect of increasing and long-continued returns. The present lease expires in 1860.—Wheel Clifford and Wheel Andrew are also now being wrought under acts for twenty-one years by most respectable companies.

Wheel Clifford has yielded an increasing amount of dues to the lords for three or four years past, having within the last year given nearly £300, and recent extensions of the workings having established the fact, that the productive lodes of the United Mines pass through that set, and, in continuation eastward, also through Wheel Andrew—the best assurance is thus afforded that both these mines will, at no distant period, return considerable profits.

On Wheel Andrew a large steam-engine has recently been erected, for the purpose of draining that mine and enabling the adventurers to prosecute their workings to a greater depth; and although only a few months have passed since its completion, decided success has attended their operations, and discoveries, promising the most important results, have already been effected.

It affords the certainty of considerable, and the probability of very large, returns, without the risk attending mining speculations, where the party stands in the character of an adventurer or shareholder; for, it must be borne in mind, that the "lord" is entitled to his share of all ores brought to the surface previous to the deduction of any expenses—receives his dues in cash every two months, and is not involved in any of the costs or expenses attending the prosecution of the mine, or in any of the liabilities incurred by the adventurers.

For further particulars apply to Thomas Curry, Esq., 3, Bond-street, Walbrook, London; to Messrs. Gregory, Faulkner, and Co., 1, Bedford-row, London; or to Mr. George E. Marnden, solicitor, St. James's-square, Manchester; and to treat for the purchase to Messrs. Hodge and Hookin, solicitors, Truro, Cornwall.

Dated the 9th day of June, 1845.

**TO ENGINEERS, ARCHITECTS, and CONTRACTORS.**  
GREAVES' GROUND BLUE LIAS LIME and LIAS CEMENT,  
AT 2, SOUTH WADE, RADDINGTON, LONDON.  
AND FOR THE SOUTH-WALES RAILWAY, &c.  
Agent for Liverpool.....Mr. Wylie, 56, Glosier-street.  
Ditto for Manchester.....Mr. J. Thompson, Back Ring-street.  
Ditto for Chester.....Mr. J. Harrison, Lincolns Hall-street.

**RYE AND THOMAS, MINE AGENTS and DEALERS IN STOCKS, RAILWAY and OTHER SHARES.**  
80, OLD BROAD-STREET, LONDON.

**MINING AND RAILWAY OFFICES, 16, CORNHILL.**  
Mr. RICHARD FREDRICK having entered into arrangements with several MINING AGENTS and ENGINEERS resident in the several MINING DISTRICTS, whereby he is enabled to obtain the earliest and most accurate information affecting MINING and RAILWAY undertakings, proffers his services to the capitalist and adventurer in MINES and RAILWAYS, in the PURCHASE or DISPOSAL of SHARES also obtaining REPORTS or STATEMENTS with reference thereto.—Reference to a ability and the facilities possessed by Mr. Fredrick will be readily afforded; and strictest confidence preserved respecting all communications.

**RAILWAY SHARES, &c., BY AUCTION, at the HA of COMMERCE.—ALTERATION OF THE HOUR OF SALE.**

Messrs. LAMOND and Co. beg to announce, that, on TUESDAY NEXT, the 15th inst. and for the future, their PUBLIC SALES of RAILWAY SHARES will take place ONE O'CLOCK precisely, instead of Two o'clock, as hitherto; and, on the same day, the usual weekly SALE of MINING SHARES will commence at TWELVE O'CLOCK precisely, when they will have the honour to submit the following—viz.: Wheel Maria, Tincroft, North Wheel Providence, Tamar Silver and Lead, Copiapo, West Wheel Maria, Tincroft, Lamhorne Wheel Maria, Condurrow Wheel Consols, Wheel Mary, South G. don, Nister-Dale, Iron, Lancaster Canal, London Gas, Western Gas, Old Woolwich, &c. man, Steam-Boat, and other Companies.

**RAILWAY, SHARES, &c., BY AUCTION.—TO SHAREHOLDERS and CAPITALISTS.**—Encouraged by the recent increase of business in the sale and transfer of shares in the various public companies, British and foreign, acting under the advice of friends and capitalists, Messrs. Lamond and Co., licensed auctioneers, have deemed the additional occupation thus created, together with the abolition of the auction duties, a fit opportunity for opening a separate and independent practice, which they have determined to devote their undivided attention, declining all other business for this express purpose—viz., "the sale by auction of shares in railways, British, foreign, assurances, mining, cemetery, and canal companies, joint-stock banks, debentures, bonds, &c., &c." In short, of every description of interest connected with the numerous public companies formed and now forming in the commercial world.

In arriving at this determination, it will be the anxious desire of Messrs. Lamond and Co. to give every information and satisfaction to their friends and the public, and look at the probable magnitude of operations yielding adequate remuneration, they have solved to adopt a low scale of ad valorem charges, by way of commission, and where as are not effected, a small fee, merely sufficient to cover the expenses of printing, advertising, &c., &c., for putting up the lots.

To avoid any misunderstanding, a deposit of 10 per cent. will be required on all purchases at the hammer, unless the same be effected through bankers, members of the Stock Exchange, or parties well known to the auctioneers; and a settlement of the remainder of the purchase-money, must, in every case, be made in the course of the following day, during the usual hours of business, or the sale will be void, and the deposit forfeited, unless when special transfers are required, and to such all possible expedition will be given.

As all scrip and share certificates must be deposited for examination at least one day previously to their being offered to public competition, Messrs. Masterman and Co., bankers, Nicholas-lane, and Messrs. Ransom and Co., bankers, Pall Mall East, London, have been pleased to allow reference to be made to them in regard to the respectability of firms of Lamond and Co.

They purpose selling every Tuesday and Friday in each week, in their rooms, at undiminished hour, at One o'clock precisely for the future, instead of Two o'clock hitherto; the first sale having commenced on Tuesday, the 3rd day of June. Letters or orders containing instructions, are respectfully requested to be addressed as under, who one or more of the partners will be always in attendance to be conferred with, if require and advices of the operations of the day will be forwarded by the first post after each sale, and the proceeds paid according to their correspondent's instructions.

Messrs. Lamond and Co. further purpose to take subscriptions of £1 in, per annum for all parties desiring to have catalogues sent them on the night before the sale, except by kers, members of the Stock Exchange, and subscribers to the Hall of Commerce, to whom they will, on application, be delivered gratis; but, to prevent inconvenient intrusions, one can be admitted into the sale room without a catalogue, which, if furnished at the door, will be charged 1s.

**SCALE OF CHARGES.**  
One Shilling per Share ..... under £30 0 0  
One Shilling and Sixpence ..... under 50 0 0  
Two Shillings and Sixpence ..... under 100 0 0  
Five Shillings on all above.

And Two Shillings and Sixpence per lot, offered for sale (be the number of shares in a lot more or less) when sales are not effected.

Hall of Commerce, Threadneedle-street, London.

**RAILROADS.—As the DEMAND for IRON is now greatly on the INCREASE, in consequence of the various projected railroads, and as COAL will also be necessarily so, an opportunity offers itself to a few enterprising individuals to be the aid of moderate capital, to be raised in shares, to WORK a valuable BED of IRON and COAL, in the centre of a county immediately contiguous to one of the fine markets in the world for the sale thereof, under circumstances particularly advantageous.**

For further information apply to James Robertson, Esq., 44, Southampton-buildings, Chancery-lane.

**PILBROW'S ATMOSPHERIC RAILWAY AND CANAL PROPULSION COMPANY.—Completely Registered.**

**DIRECTORS.**  
The Right Hon. the Earl of Essex, Chairman.  
The Right Hon. the Earl of Bessborough ..... Lieutenant Colonel Gillies  
G. B. Bolton, Esq. .... F. J. Lambert, Esq.  
Captain Britten ..... Dr. J. G. Hewitt, Resident Director.

Directors of Railway and Canal Companies are informed that this company is now READY TO GRANT LICENSES FOR, or SUPERINTEND the LAYING DOWN of LINES on PILBROW'S ATMOSPHERIC PRINCIPLE.

The advantages offered by this method of propulsion are cheapness, increased speed and safety, over every other existing system, whether locomotive or atmospheric. Leakage is entirely avoided, the tube being buried. Also an immense saving, as well in the construction as in the working of lines, not requiring tunnelling, levelling, or embankment. The surface requires but little more preparation than for the common roads.

The application of this method of propulsion to Canal Navigation will be attended with incalculable advantages.

Its superiority, efficiency, and simplicity, will be demonstrated, and explanations given at the offices of the company, 6, King William-street, London-bridge.

CHARLES COLLINS, Secretary.

**RAILWAY ON WIMBLEDON COMMON.—PROSSER'S PATENT RAILWAY GUIDE WHEELS.**—A line of RAILWAY, about two miles in length, is now OPENED on the above COMMON, the ENGINE and CARRIAGES FITTED WITH PROSSER'S PATENT GUIDE WHEELS. A portion of the line is laid with iron, and the remainder with wooden rails, to show that these wheels are equally adapted for either description of rails. The line contains gradients from 1 in 50 to 1 in 150, and a curve—upwards of half a mile in length—the radius of which is ten chains.

Engineers and others interested in railways, are invited to visit this railway, as, by the adoption of these Guide Wheels, a great saving is effected in the expenses of working a line by the diminution of friction, and, if the wooden rails be adopted, a saving in the cost of laying railways of from £2000 to £4000 per mile.

Wimbledon Common is half a mile from the Wimbledon station of the South-Western Railway. The engine and train will run daily, from Nine to Eleven, A.M., half-past One to half-past Three, and Five to Seven P.M. An omnibus will leave the Bank every day for Wimbledon-common at Twelve and half-past Four o'clock, calling at Hatchett's Hotel, Piccadilly, half an hour after.

Every information may be had, and terms on which licenses will be granted, for the use of these Guide Wheels, on application to Mr. George Hadley, 36, New Broad-street, London, secretary to Prosser's Patent Railway Guide Wheel Company.

**SHEFFIELD AND SOUTH STAFFORDSHIRE DIRECT RAILWAY.—(Provisionally Registered.)**

Capital £900,000, in 18,000 shares of £50 each.—Deposit £22 15s. per share.

Engineers—Sir John Rennie, F.R.S.; George Remington, Esq., C.E.

This line of railway, which is about forty-five miles in length, is intended to commence at Uttoxeter (the terminus of the proposed Derbyshire, Staffordshire, and Worcestershire Junction Railway), and to end at Sheffield. It will form a direct communication between two of the most important manufacturing and mining districts in England—viz., South Staffordshire and Sheffield, and Rotherham, in Yorkshire; the former including Dudley, Tipton, Walsall, Bilston, Wednesbury, and Wolverhampton.

This line will also open a direct railway communication between the West Riding of Yorkshire and Kidderminster, Worcester, Cheltenham, Gloucester, Bristol, Taunton, Exeter, and with Ludlow, Leominster, Hereford, Brecon, Cardiff, Neath, Swansea, Llanelli, Carmarthen, Milford Haven, Fishguard, Aberystwith, and with Portlpatrick, the future port for Ireland.

The calculations which have been made show a clear profit of 12 per cent.

Applications for shares, in the usual form, to be made to John Owens, Esq., 35, Moorgate-street, London; and William Arnold, Esq., Uttoxeter; and of the following share-brokers—Mr. Charles Cancellor, Cushton-court, Old Broad-street, London; Messrs. Freese and Evans, Cornhill; Mr. Miles, Worcester; Messrs. Townley and Whitehead, Messrs. Cameron and Co., Liverpool; Mr. James Jamieson, Messrs. Wallbevel and Oustler, Leeds; Mr. Francis Stamp, Hull; Mr. Thomas Boardman, Blackburn; Mr. George Clark, Mr. William Mason, Bradford; Mr. William Gosselin, Halifax; Mr. Chas. Spencer, Nottingham; Messrs. Eyre and Slaw, Derby; Mr. R. H. Arncliffe, Wakefield; Mr. James Stokes, Cheltenham; Mr. Joseph Clark, jun., Southampton; Messrs. Tate and Nash, Bristol; Messrs. Beaumont and Langworthy, Exeter; Mr. J. T. Holland, Coventry; Messrs. Houghland and Leese, Messrs. Cardwell and Sons, Messrs. A. Birchall and Co., Manchester; Messrs. T. N. Bartwell and Sons, Sheffield; Messrs. Grayston and Earle, York; Mr. W. H. Collis, Birmingham; Mr. L. Weatherburn, Huddersfield; Messrs. Payne and Freer, Leicester; Mr. Newton, Edinburgh; Messrs. Duncan and Hutchinson, Glasgow; and Mr. Laborious, Dublin.



## Proceedings of Public Companies.

### ROYAL SANTIAGO MINING COMPANY.

The annual general meeting of the shareholders in this company was held at their office, Broad-street-buildings, on Wednesday, the 9th inst., for the purpose of receiving the report of the directors, and to have a dividend for the half-year declared.—A. ROBERTSON, Esq., in the chair.

The SECRETARY (Mr. Docker) having read the notice convening the meeting, as also the minutes of the last, which were confirmed, then read the following report.

#### REPORT.

The directors have much pleasure, at this periodical meeting of the proprietors, in laying before them the usual half-yearly report on the affairs of the company. The quantity of ore raised from the mines in the six months ending 28th February last, is 4203 tons. Owing to a temporary scarcity of fuel force, the transport of it to St. Jago de Cuba, for shipment, has been much retarded, and consequently, about 1300 tons thereof have yet to arrive at San Juan, taking this quantity into the account at its probable net proceeds, the receipts from the produce of the mines amount (as per annexed statement) to the sum of 40,384. 9s.; for the same period the expenditure, including the income tax, 6257. 5s. 4d., is 21,603. 11s. 2d.—leaving a profit of 18,694. 17s. 10d. The late letters from the manager and mine captains, report favourably of the mines. The St. George lode west is very productive and promising; a considerable length thereof is in progress of being opened, and shafts are sinking in the adjoining pertinents, in order to develop and bring it into full operation. This may possibly involve the necessity of purchasing much more powerful steam machinery than is at present on the mine, and the directors are of opinion, having this outlay in view, and the pending litigation about the Sanctuary ground, that a portion of the half-year's profit should remain for the present undivided; they, therefore, now recommend a dividend of 1l. 10s. per share on the 7000 shares of the company amounting to 10,500l., which will be paid on and after Friday, the 11th inst. The directors have to remind the proprietors, that, at this period, one director, Alderman Thompson, M.P., retires by lot, and, one auditor, Alderman Copeland, M.P.—they are eligible, and offer themselves for re-election.

#### Abstract of Accounts, 30th June, 1845.

Cash at Bank of England, bills of exchange, and amount to be received for ore, appertaining to the half-year ending 28th February last.....	£55,962 6 8
Amount of costs of working the mine since 1st March last, against which 1730 tons of ore have been raised, and form part of the net half-year's account, ending 31st August, 1845.....	10,129 3 6
Steam machinery, &c.....	710 0 0
<b>Total.....</b>	<b>£66,801 10 2</b>
Reserved fund of working capital account.....	£39,270 18 0
Unclaimed dividends.....	155 15 0
Current acceptances.....	7,450 0 6
Sundry accounts for materials, &c.....	1,219 16 11
Profit and loss account.....	18,694 17 10
<b>Total.....</b>	<b>£66,801 10 2</b>

#### Profit and Loss Account for the half-year ending 28th February, 1845.

Expenditure in way of wages, carriage, materials, duty on the exportation of ore in Cuba, line charges, &c.....	£20,988 5 10
Income tax for same period.....	625 5 4
Balance applicable to dividend.....	18,694 17 10
<b>Total.....</b>	<b>£40,308 9 0</b>
Discounts, brokerage on insurances.....	£ 235 19 2
Net proceeds of 1067 tons of ore.....	10,883 9 10
Ditto ditto of 3196 ditto, estimated at.....	29,487 0 0
<b>Total.....</b>	<b>£40,308 9 0</b>

After paying a dividend on 7000 shares, at 1l. 10s. per share, amounting to £10,500 0 0, a balance is left of..... £194 17 10

Sir S. SCOTT, Bart., moved that Alderman Thompson, M.P., who was unable to attend personally, be re-elected a director, and that Alderman Copeland, M.P., be re-elected as one of their auditors.

Dr. SNOW stated, that he had the day before been in communication with a director of the Cobre Company, and had learned that they would meet in a few days, but not to declare a dividend; the last he had was in July last year, and he also had discovered, that their confidence was much lessened in their obtaining the Sanctuary ground, and he could not see any cogent reason for our not having a larger dividend now; he would, however, bend to the directors, and now move that the report be received, printed, and circulated among the proprietors.

F. ROUGEMENT, Esq., considered that they ought to have a dividend of 2l. instead of 1l. 10s., and objected very strongly to the reserve fund of 8000l. He was also opposed to the charges for the lawsuit, which appeared to him never to come to a termination. The public in general, by the present announcement of a low dividend, might think that the company was not flourishing, and it would have a great influence in the market.—Another PROPRIETOR also wished to see this litigation at law brought to a close by some amicable arrangement, if possible.

Sir L. L. GOLDSMID said, that he was the first one to raise this company by 70,000l., and with a reserve of 25,000l., and a certain portion put aside for this lawsuit, being 8000l., which, with the former, would make 47,000l. He did not know for a certainty that they should require more money for machinery, nor had he any idea of accumulating a sum to pay off the capital—and there being no Deed of Settlement signed, it was impossible to know where to find the proprietors, which made them very cautious. He had no doubt that the next dividend would be greater in amount, and they had nothing, in his opinion, to fear from the other company.

After some few observations, a vote of thanks was passed to the chairman and the directors, when the meeting separated.

### MINING COMPANY OF IRELAND.

The half-yearly meeting of the proprietors was held at the office, Lower Ormond-quay, Dublin, on the 3d inst.

#### Dr. FRANCIS BARKER in the chair.

After the usual preliminary business, Mr. R. PURDY (the secretary) read the directors' report, which represented the result of the company's works during the past year as satisfactory; for, although the profit was not so considerable as shown in the previous account, the value of this investment had been enhanced to some extent by arrangements for leases, as well as in other respects, and the present prospect at several of the mines exhibits a decided improvement since the former report. The net profit in the half-year amounts to 7659l. 16s. 1d., exclusive of outlay for future profit, amounting to 1344l. 5s. 10d.—and a further sum of 1500l. had been expended in the purchase of a day level or adit for unwatering an extensive coal-field in the barony of Slievadagh, considered to be a valuable acquisition; there had also been disbursed for surface accommodation at Liganure Mines 329l. 12s. 6d., and in resisting hostile proceedings at Cagune Mine 36l. 15s.—in all, 9163l. 18s. 4d.

**Knockmahon Copper Mines, Waterford.**—At the Knockmahon Mines no new discovery of ore has been made, and in the past thereof called Ballinasla the unfavourable anticipations announced in the two former reports for 1844, and that for January, 1845, have been confirmed by a serious reduction in the amount of produce obtained. The searches have, nevertheless, been continued without intermission, and the great lode, formerly so productive, which had been cut off by a shift of the strata frequently met with in these mines, has, after a lengthened search, been discovered at the surface, but at so great a distance from the machinery previously erected for working the mine, that much time must elapse before the discovery can be made available for extensive returns or profits. From the other sections of the extensive mines the returns are satisfactory, and the present prospects therein are encouraging.

**Slievadagh Collieries, Tipperary.**—The very favourable returns from the Slievadagh coal district, as stated in the accounts presented, will no doubt be considered to realise fully your board's anticipations, the increase in amount of profit having been more than proportionate to the increased amount of capital applied in extending the scale of operations induced by the encouraging circumstances formerly reported.

**Duhallow Collieries, Cork.**—Your board having received a lease of a coal-field, the property of R. D. La Touche, Esq., in the barony of Duhallow, county Cork, on equitable terms, the field has been carefully surveyed, and an advantageous opening having been obtained, a day level or adit has been commenced, which will unwater a considerable part of the colliery; and your board has good reason to expect that, under the favourable circumstances stated, the company will derive ample profit for many years for the capital intended to be expended in the undertaking.

**Casine and Ballyshannon Lead Mines, Wexford.**—The important questions at issue between the tenant of the surface at Casine Mine, and the company as tenants of the minerals, regarding the company's right to open ground and erect machinery for prosecuting their works, being yet undecided by the legal tribunal to which it became necessary to appeal, the intended searches have not been resumed, and the result of the deep workings is a further loss, as shown in the abstract of accounts.

**Glendalough Lead Mines, Wicklow.**—The improved prospects of the Liganure Mines, announced in a former report, continue; and considerable progress has been made in opening the mine ground, but the profit on the ore obtained in the past half-year does not fully cover the amount of interest on the capital previously expended on the mines and the requisite outlay in preparations for working the two new discoveries, North Rupa and North Liganure. It is expected, however, from the extent of good tribute ground now open, and the present favourable prospects, the ensuing account will be more remunerative.

**Ballycorus Lead Mine, Dublin.**—In the former report on Ballycorus Lead Mine, the difficulty experienced in prosecuting with advantage the discovery of silver in the mine was announced. With the view of overcoming this difficulty, and giving the mine an effectual trial, without incurring the cost of erecting and working a steam-engine, it has been thought advisable to unwater the vein by means of a day level or adit commenced at a low level in the valley, in opening which some progress has been made, and the ground being now favourable in the cross-cut, which is driven at 22s. per fathom, it is expected the desirable object will be attained at moderate cost. The silver ore obtained, the value of which could not be stated in the former report, yielded 754 oz. of fine silver, sold at 5s. 6d. per ounce.

**Ballycorus Lead Works, Dublin.**—The machinery at the lead-works having been under repair for some time in the past half-year, the net profit from the works is not so considerable as might have been expected from the improved value of lead. The amount has also been reduced by expenditure to some extent on the land attached to the mill site, since renewal of the lease thereof. Lead ore having been discovered on an estate in the county Limerick, the property of the Hon. W. Harle, the ground has been carefully examined, and an agreement for a mining lease has been concluded, dependent on the result of the searches to be forthwith made for a mine.

The available funds consist of—Government stock, bills, and cash in bank, 12,870l. 9s. 11d.; good debts, 18,584l. 1s. 7d.; mineral produce, 22,813l. 2s. 7d.; mining materials not in use, and advances to be accounted for, 2306l. 16s. 5d.; cost of mines, mill sites, houses and lands purchased or under lease to the company, 138,449l. 17s. 4d.—less debts due by the company, principally accruing rents and unclaimed dividends, 5038l. 15s. 9d.—making, in all, 189,984l. 12s. 1d.; the amount of the deposited capital, 140,000l.; and accumulations, 49,984l. 12s. 1d. Since the accounts were closed, it appeared that there had been some improvement in the value of copper and lead ores, which, with the amount of profit realised, the favourable circumstance as regards the coal district, and the satisfactory state of the company's finances, enabled the board to recommend a dividend at the rate of 12½ per cent. per annum.

The report was received and adopted, and (on the proposition of T. PIM, Esq., seconded by J. PERRY, Esq.) a dividend for the half-year declared, at the rate of 12½ per cent.—Messrs. J. Ennis, Hopkins, and T. Bewley, were appointed auditors.—In answer to Mr. GIBBON, who, though perfectly satisfied with the directors, thought more information should be afforded, Mr. PURDY gave some additional information, from which it appeared that the affairs of the company were in a highly satisfactory state.—Mr. CHATTON inquired if Mr. B. Osborne, the owner of Ballinasla (part of the Knockmahon Mines) had been applied to for a reduction of rent to the rate charged by other landlords of those mines? He asked the question, from observing a great reduction in the produce obtained from that part of the mines, whilst others—the collieries, for instance—showed considerable increase.—The CHAIRMAN said everything that was possible had been done to obtain an equitable arrangement of the matter, but it was highly desirable that the subject should not be further pressed at present.—The chair being vacated by Dr. Barker, and occupied by Professor Kane, thanks were unanimously voted, when the meeting adjourned.

### WHEEL ST CLEER MINING COMPANY.

At a meeting of the adventurers, held at the purser's office, Octagon, Plymouth, on the 4th inst., Captain Theophilus Michell reported that the engine-shaft was down twenty-two fathoms; that since the last report they had gone through a most promising lode, ten feet wide; this had caused them some delay in sinking, but they were now through this lode, and in favourable ground for sinking.—The auditors of the accounts presented the following statement as their report:—

1845—Balance due to pursuer to 31st March, as per statement.....	£162 13 7½
April cost, as per voucher.....	214 10 7
May cost, as per ditto.....	160 15 4
1845—Amount of call of 4l. per share, made April 30.....	£512 0 0
Balance due to pursuer.....	25 19 6½

The auditors recommended that a call of 3l. per 128th share be made, to pay the balance due to the pursuer, and to meet the cost until the next general meeting, in October.—The reports having been received, it was resolved unanimously that the proposed call be made.

## Original Correspondence.

**REAL DEL MONTE MINES—PRESENT STATE AND MANAGEMENT.**  
SIR,—The letter signed "Edmund Turner," in your paper of the 1st March, is entitled to notice solely as emanating from some long suffering shareholders in the Real del Monte Mines: the writer is evidently as ignorant of the state and management of the concern he talks of, as he is of the first principles of English composition. It is a pity the shareholders did not elect a more efficient advocate to state their case—with that, however, I have nothing to do: my business is with facts. First, then, it must be acknowledged that an immense capital has been expended in the mines alluded to; and that, from year to year, during the last twenty years, the adventurers have been, in vain, expecting some return; instead of which they have been repeatedly called on for additional capital. To these calls they have liberally responded, on the principle, that, having once embarked in so important a concern, their motto should be—while they have confidence in the management of the company, and the slightest prospects of success—"no surrender," and it appears to me, that in the annals of mining, never did a company, by its disinterested and able management, and the perseverance of the shareholders, better deserve success than that of Real del Monte. It may be a question, no doubt, whether the selection of these mines for the investment of British capital was judicious? But the contractors, in the year 1824, being of necessity without experience, and guided by the opinion of a great man—almost the only European out of Spain who then knew anything of Mexico and its mines—were justified in the steps they took to secure mines, which they were assured, had only to be drained in order to their yielding large profits. That the results have, hitherto, so entirely falsified expectation is infinitely to be deplored; but, what I have to show for the information of the shareholders, is, that after twenty years' of ill success, they are not defrauded of "some substantial return" by the present inefficient management in Mexico, and that a new commissioner could not put the affairs of the company in a more satisfactory state without some important discoveries.

Whatever errors may have been committed in the infancy of the company, it may safely be affirmed, that, during the last ten years, all the works, necessary to insure the success of the concern, have been prosecuted with the greatest vigour. That there have been occasional mistakes committed by the directors it were vain to deny, since "to err is human;" but that the management has, at any time during the above period, been inefficient, no one acquainted with the concern will venture to assert. The burden of proving that it is so at present rests with Mr. Turner; and, it may be asked, in what respect is it so?—First, are there any dead works going on that can possibly be avoided? So far from it, that, for some time past, works, almost essential to the existence of the concern, have been suspended in order to avoid pecuniary difficulties. Second, can more ores be raised and reduced to meet the expenditure?—I answer, without further discoveries, no. Third, is every measure possible taken at the mines and haciendas to prevent robbery?—I answer, yes. What more, then, can the adventurers expect from their commissioner here? In what respect has he proved his inefficiency during the two years he has been in the management of the mines? Let Mr. Turner answer these questions.

In conclusion, I would merely observe, that, though I have not spoken in high terms of Mr. Turner's letter, I may intimate that it is not unlikely that gentleman may be endowed with the spirit of prophecy, and that he is not far wrong when he surmises "that the affairs of the company will ere long bear a very different aspect," but I am very confident that this will not be in consequence of more efficient management.

Mexico, May 30.

JUSTES.

### ACCIDENTS IN MINES.

SIR,—The contemptible attempt of your correspondent, "A. B.," to make the "worse appear the better reason," is a most miserable failure indeed, and I will venture to say, can only tend to rouse the sentiment of universal indignation against so cold-blooded a scribe. The common sense, the reason, and I will venture to add, the science, of the question rests triumphantly with "A Looker-on." I speak not of the humanity of the thing, for that quality of the human heart "A. B." has yet to learn the meaning. There is one fact, however, adverted to by your right-minded correspondent, "A Looker-on," and that is, the almost, if not always, invariable escape of the coal viewers, amounting almost to miraculous. This circumstance has always appeared to me to be mysterious and incomprehensible, and unless there are "catspaws" in the case, I know not how the fact is to be accounted for. Do the said coal viewers, therefore, sometimes act in this tragic drama the part of the *Mischievous Monkey*?  
J. MURRAY.

July 5.

### MR. DREDGE'S SUSPENSION-BRIDGE.

SIR,—That Mr. Dredge's suspension-bridge contains the elements of a sound and stable structure, I cannot doubt, and the very hostility he has aroused seems, in my humble apprehension, to prove that the truth remains with him. Some civil engineers seem to me to be very much in the condition of Demetrius and his craftsmen of Ephesus, and the recent discussion and contrariety of opinion on this question, as manifested in their institution some time ago, appears to corroborate this inference. The fabric of Nature is perfect in all its parts, and Mr. Dredge has copied his plan and projection from an all-perfect exemplar, where the laws are immutable. I remember that the principle of the watch chain had been adopted in the structure of the chains of the drawbridge of Alexandria, and they seem to be durable monuments of skill. Would this principle suit the fastenings of the catenarian curve in suspension-bridges? Referring to *curves*, I sincerely hope that the acute and enlightened remarks of Mr. Peat, R.N., respecting accidents on railways in reference to increased speed, will have due weight in the proper quarter. I think his observation has elicited the true cause—the curves must be modified, so as to have a proper correspondence with the increased swing.  
J. MURRAY.

Portland-place, Hall, July 6.

### IMPROVEMENTS IN PRACTICAL MINING.

SIR,—Among the list of premiums advertised in the *Mining Journal* to be awarded by the Royal Cornwall Polytechnic Society, is one for "the best paper containing an account of any methods, or plans, practised in any other mining districts, advantageously applicable to the Cornish mines"—though a consciousness of my inability has long deterred me from communicating my humble views on the subject, but, not knowing that any attempt has been made to obtain the praiseworthy offer, and, at the same time, of conferring a desirable benefit on the county, I am at length induced to send you the following statement:—I believe, about three years ago, a Welsh gentleman came to this parish, and visited several of the mines here, with a sample of coals from a new coal-pit, which he called very superior, but the coals did not prove equal to his assertion; his being in this mine some time offered opportunity for gathering information respecting the coal mines. Among other matters, he stated that they did not get up their coals from the bottom of the pit in the manner we got up our work. I naturally inquired by what method?—he replied, they drew it up with a balance of water, and then drew the water by a steam-engine he also gave me a description of the working of this invention.

We had a small mine contiguous to Levant just set to work at the time, which mine is forty-five fathoms down a cliff diagonally (the declivity, or oblique line, being about an angle of 40 deg.) from a stream of water, and we wanted to get the ores up over this oblique line the same height as the water, and a few feet above. We accordingly went to work on the Welsh gentleman's plan, and found it succeed extremely well—viz., having to draw it up a diagonal line. We first put in a double railroad, and then we built and erected a cage at top, with a space in it for each railroad rope to work in; connected to the end of each rope there is a cistern, first for holding water, and a few feet above this a wagon for holding the work; the empty cistern for water was up to the place of supply when the full wagon of work was brought to the platform a few feet above, and the other full cistern was down to the emptying place, while its corresponding wagon was down to the plat for filling—the cistern being filled with water in half a minute by drawing a large clack, and the cistern below emptied in less time by drawing a clack, and I am positive in stating, that it would come up the forty-five fathoms in less than half a minute—in fact, as fast as you choose, with what weight you like, or as much as the materials will bear, and the rope working on the cage over itself was an equal balance for the length of the rope when one was at top and the other at bottom, so that the same water which brought away the full wagon from bottom was required to bring it to the top—of course, we have a drag on the cage to use if necessary. Now, this machine is working on a diagonal line. A gentleman, one of our adventurers, seeing it answer so admirably well, employed us to erect a similar machine in his ground for drawing up seaweed, with this advantage, that here we could put it to work perpendicularly, and, consequently, were independent of the railroad. We did so, and this has also succeeded to full expectation. This machine is very simple—there is nothing complex about it; a few moments glance over its contents is sufficient to inform any one's judgment about it, and for proof, as stated above, we have it at work in the before-mentioned instances.

I must now state my views about its application in other mines. In Levant Mine we have five shafts all sunk on the lode, and I believe throughout the locality of this parish the shafts are, without exception, sunk on the lode—consequently, our shafts are irregular and underlaying; those in Levant very zig-zag, so that to balance the rubbish and ores up by water in them is altogether impracticable—there are so many girds, &c.; the reason they are sunk on the lode is because the ground around the lode is so much softer than the surrounding strata; a shaft on the lode could be sunk for 7l. per fathom, whereas off the lode it would cost at least 30l. per fathom, but in the neighbouring mines around Redruth and Gwennap—and, I think, two-thirds of the mines in the county—the reverse is the case; they have perpendicular shafts, where this machine could be adopted. It is well known that water cannot be employed of itself to lift more than its intrinsic weight, and here its full power is used (allowing for friction). Now, by exchanging ores and rubbish for water at bottom, the water must be drawn out by the engine on the mine for that purpose, and I believe it will be conceded by all engineers and experienced miners, that the same weight of water is, and can be, brought to surface through pumps for one-third part of the expense that ores can; then there is the expense of erecting steam-whims, not less than 500l. or 600l. each, all superfluous. I know in those mines they can draw through their downright shafts a great deal cheaper than we can even by steam, but I consider this method would be decidedly a great advantage. We have four steam-whims in Levant drawing work, and one engine drawing water through a 6-inch lift. We calculate our engine, which now works three strokes per minute, would, if put to work ten strokes per minute, lift as much weight of water in one fortnight from the bottom of the mine (240 fathoms) as the four steam-whims bring up of work and ores in one month—of course, miners can make their own computations, by contrasting the weight of water some of their large engines lift to the surface, with the weight of work their whims bring up; and, Sir, a further inquiry, if you think necessary, may be made into some of the coal mines in Wales, where they bring up the coals after this manner. It may be objected, the weight of rope, or chain, from top to bottom, is a great obstruction, but this can be obviated in two different ways. I confess I know of no serious impediment to its application where there are downright shafts.  
JAMES ROWS.

Levant Mine, St. Just, May 22.

[We are obliged to our correspondent in rendering our columns the medium of his communication, which, however, we recommend him to make direct to the Royal Cornwall Polytechnic Society. We certainly have felt much surprise, that the premium should not previously have been claimed, and that so much apathy should have prevailed on a subject of so much interest and importance.]

### FERTILISING POWERS OF FROST.

SIR,—I am sorry I do not clearly understand the nature of the question on the subject of the fertilising qualities of frost, propounded some time ago by one of your correspondents, and, therefore, cannot venture an opinion.—  
J. MURRAY.

### ELECTRICITY AN ANTIDOTE TO POISON.

SIR,—It has been stated, some time ago, that electricity had been found successfully available in a case of poisoning by opium—a fact I can clearly understand. It is known powerfully to affect the nervous system, and, perhaps, the "nervous fluid," as it is called, is a modification of, if not identical with, electricity. As a stimulus, therefore, in a dormant condition of its energy, such an auxiliary may prove eminently serviceable and successful. In circumstances of the effects produced by prussic acid, opium, belladonna, hyosiamus, &c., it seems to be practically available as an agent of great power, but to be worse than useless in the case of septic animal poisons, &c.—  
J. MURRAY.

**MINERAL STATISTICS OF FRANCE.**—For the last few years, some very interesting researches have been made in the different departments throughout France, by several of their most experienced geologists and mineralogists, respecting which the following remarks will be read with interest:—The ores of Houdelincourt are chiefly composed of iron, giving at the rate of 52 per cent.; this is, perhaps, one of the richest in the country, and requires, as a flux in smelting, 0.04 of carbonate of lime. The ores of Biencourt, Trevenay, Rebecourt, Bequignieux, Hevillers, Fouchères, &c., are also rich; they contain from 46 to 49 per cent. of metallic iron, and require, as a flux in smelting, 0.06 or 0.07 of carbonate of lime. The ores of Bottival and Biencourt contain from 34 to 36 per cent. The ores of Meil-sur-Saulx contain 0.264 of clay, and 0.060 of alumine, and is what may be called a cold mine, producing only 0.36 per cent. The ores of Petit-Nantois are rather calcareous, but less clay than the former, being 0.17 clay, and 0.05 of alumine, and contain 40 per cent. of iron. Those of Thonne (Meuse) contain 44 per cent. of iron—clay 0.148, and 0.031 of alumine, and is greatly used in the iron-works of Margut, in the Ardennes, at the rate of 15 l. per ton. Of six iron ores of the Upper Marne that have been tested, it is found that they contain from 30 to 45 per cent. of iron, with a small portion of sulphur; there is also a large quantity of coal and lignites in the above districts. The iron ores of Couloistre, Chevroux, Cosne, Lanery, Varennes, Nevers, and other districts of the Department of the Nièvre, are also very rich in metal, varying from 35 to 45 per cent. Some very extensive beds or veins of iron have been found in the Departments of the Ardennes, Allier, Alsace, and Upper and Lower Rhine (the Sambre and Meuse), which are on the point of being worked by machinery. In the environs of Isserpert (Allier), some rich copper mines have recently been discovered. In the Department of the Bouches-du-Rhône, it is found that iron is very abundant, and particularly coal of a good quality. The iron ores of Sartene (Corsica) are very rich in mineral, and some extensive lead mines have also been discovered, giving 0.646 lead, and rather less than 0.00005 of silver. A considerable quantity of manganese exists in the environs of Valli. Since the progress of railways in France, speculators are now turning their minds to mining operations.



## PROCESS OF COPPER SMELTING, AS PRACTISED IN THE SMELTING-WORKS OF NORWAY.

BY J. T. CROWE.

The process of smelting followed here is a combination of the English and German methods, and is thus conducted. The ores produced in these establishments are the yellow copper pyrites, and rose copper ore (the *blaukieserz* of the Germans). The yellow copper ores—which are of a low per centage, varying from 2 to 5 per cent.—contain a great quantity of mundie, and are calcined in the open air, as follows:—

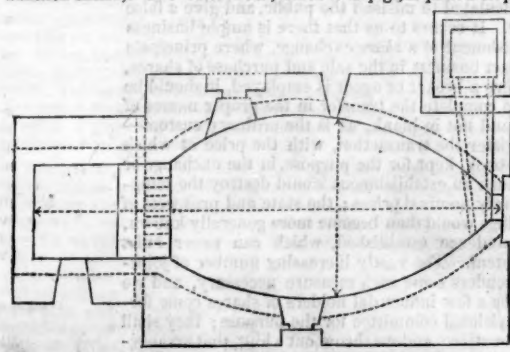
**Process 1.** The ores are brought by tram roads from the mine, in the state called “spalled stuff,” about the size of hen’s eggs; these are placed in square or round kilns, built of dry stones, about three feet in height, with square holes, about one foot square, to admit the free circulation of the air; they hold about forty tons. A fathom of dry wood is placed on the bottom, and on this the ore is wheeled; the pile is then ignited. Some smalls (washed ores) are then placed on the top, sufficient to cover the heap, to prevent its burning too fiercely: should this be the case, the interior of the heap is liable to fuse, and run into regulus, and a loss of copper ensues. The smalls require to be broken with a rake at intervals, as, when they get warm, they cake, which must be avoided, as they damp the fire, and would prevent a perfect calcination. The stones, when well calcined, have a reddish-brown appearance when broken. One of these kilns will burn from three to four weeks. The smalls, or dressed ore, is calcined in a calcining furnace, the same as those used in Swansea: it is oblong, with truncated corners; they are about eighteen feet wide by fourteen; the bottom is composed of Stourbridge bricks. A charge for the calciner consists of from three and a half to four tons; it is carried on the roof of the furnace, in which there are two apertures, and from thence it is levelled over the bottom; a gentle heat is then allowed to play on it, which is increased towards the end of the operation. The ore, from time to time, is stirred by the man who attends the furnace, to prevent its caking. This process varies from twelve to thirty-six hours, according to the quantity of sulphur contained in the ore. When ready, it is raked out by the furnace-man into pits, and cooled by water; from thence it is wheeled to the proper deposit, and is ready for fusion.

**Process 2. Fusion of the Ore.**—This, when the ores are poor, is conducted in a blast furnace; when of better per centage, by reverberatory. With the blast, the ore is carried to the top of the furnace; it is there mixed with coke—about two parts of coke to one of ore. This furnace is built in a conical form. As the mass descends, fresh ore is emptied into the furnace. A small aperture, about the size of a brick, is made in front of the furnace, through which the slag runs; as soon as it is cooled, it is thrown aside by the furnace-man. The regulus is subsequently tapped in a pit, in round plates, about an inch thick—they weigh about 30 lbs.; it is generally coarse, from 15 to 20 per cent. The slags from this operation are generally clean, or contain so little metal that they will not compensate for the trouble and expense of re-smelting. The smalls and richer ores are reduced in a reverberatory furnace. The bottoms of these furnaces are twelve feet by eight, with an inclination about eighteen inches towards the top hole; they are generally composed of fire clay, in some instances quartz is used. The bottom is first smelted, until it is in a state of fusion, which takes about six hours; afterwards it is gradually allowed to cool, for four hours. A charge of slags is then smelted on it, in order to temper it, and fill up any crack which may have occurred from the sudden cooling. The charge, which is about 18 cwt., is then let down from the hopper, and levelled over the bottom of the furnace by a rabble; some four slags (about 2 cwt.) are then thrown upon it, and the door of the furnace is put up and luted with clay. A strong fire is then allowed to play on the mass, and in about four hours the charge is in a state of fusion. The furnace-man takes the door down, and skims out the slag in beds, formed of sand; should there be regulus enough, it is tapped out of an aperture in the side of the furnace, if not, another charge of ore is let down, and the same process repeated, until there is sufficient regulus. The slags are wheeled from the furnace, and examined by a man, appointed for the purpose: such as are found clean—that is, those which do not contain any metal—are thrown away, and the foul slags are wheeled back to the furnace for re-smelting. Ores containing a great deal of iron require silicious matter to mix with them; those containing clay, an admixture of lime. About 13 cwt. of coals is required to every charge. These ores are so destructive, that the furnaces require to be clayed generally every week; a bottom lasts about six weeks; when worn down, another layer is placed on the top of it, and fused as a new bottom. When this is not possible, a strong heat is placed on the bottom, until the whole mass is melted: this operation is technically called “flowing.” The regulus has a purple appearance when broken, with an open grain, and is about 45 per cent. The slags are black, generally crystallised, but, in some instances, compact.

**Process 3. Calcination of the Regulus.**—This is performed in semi-oval kilns, built of slag bricks, about four feet by two and three feet high, open in front, with an aperture, about eight inches square, at the back. The regulus, which is broken in lumps of about the size of the hand, is placed on a small quantity of wood; this is ignited, and burns for twenty-four hours. When this is finished, it is transferred to another kiln of the same dimensions. This operation is generally repeated six times. About 1½ tons is sufficient to fill one of the kilns.

**Process 4. Fusion of the Regulus.**—This is conducted in precisely the same manner as the fusion of the ore. Some slags from the refinery are thrown in with the regulus. The bottom of the furnace is composed of sand. The metal from this process is styled white metal, and has a white open grain; when broken, resembling in its appearance cast steel; it is about 80 per cent. The slags are black and compact; they contain about 5 per cent., and are always re-smelted with the ore.

**Process 5. Roasting of the White Metal.**—This furnace differs only from the others that it is of larger dimensions, and has a door at the side (vide annexed sketch). The white metal, which is in pigs, is placed on paddles,



By reference to the scale, the dimensions of the furnace will be found as follows:—Whole length from skimming door to back of fire-place, 22 feet; bottom from skimming door to bridge of furnace, 15 by 8 feet; fire-place, 4 feet by 4 feet 6 inches; and the other parts in proportion.

and pushed through the side door, and levelled over the bottom; about four tons is a charge for this furnace. As soon as charged, a gentle heat is put on the metal for about ten hours; small drops are then observed to fall from the pigs, which is called “sweating.” As soon as this process is concluded, which occurs in about nine hours (this is done in order to oxidise the iron, or any impurities which may remain in the metal), the side door is then closed, well luted with clay. A strong fire is then placed on the mass; in about five hours it is in fusion; the slags are then skimmed out from the front door, and the metal is tapped from an aperture in the side in sand-moulds; great care is required that the moulds be perfectly dry, if not, the heat of the copper generates steam, and causes an explosion. The slags are black, and excessively light and porous. The metal from this process is called black copper, and is about 90 per cent. The bottom of this furnace is composed of Windsor, or “Nonsuch,” bricks.

**Process 6. Refining the Black Copper.**—This furnace is constructed the same as the foregoing, but is much smaller; the bottom being only eight feet by six. The pigs of black copper are placed in the furnace, through the side door; it is then luted with clay, and a strong heat placed on it, and in about four or five hours the mass is in fusion. The door is then taken down, and the slags skimmed; this done, the whole is allowed to cool,

and is then technically called “set.” The doors remain down for about six hours, in order to oxidise the metal; some chippings from the last refining are then thrown in the furnace; the doors are then again closed, and the mass is once again fused. When this is completed, the slags are further skimmed; a trial is then taken out by the refiner, to see if the metal is set—that is, if the copper does not bubble in the ladle; by this he determines the quantity of lead, and what birch poles are necessary to free the copper from its remaining impurities. The surface of the copper is covered with charcoal, in order to prevent the heat escaping; about twenty pounds of lead is placed on a paddle, and melted; from time to time, the refiner takes from the furnace an assay, in a small ladle, about an inch and a half in diameter, which he tries by hammer and vice; birch poles, in order that the copper may absorb the pyrolytic acid, are used from time to time. When ready, the copper has a fine silky grain, and when broken, appears as if torn. He then directs the men to ladle out; which is done by ladles, coated with clay and horse dung, containing about 25 lbs. each, into iron pots, coated with bone ashes, about sixteen inches by eleven and twelve deep. One ladle is first poured in the pots, in order to warm them, and make a flat surface for the following cakes—these are always remelted—afterwards three ladles are poured in quick succession; should this be done slowly, the copper will set, and the plates be too small for the market. When cold, they are separated from each other, they are trimmed, and in this state they are called cake copper, and are fit for the rolling-mill. The charge for this furnace is from four and a half to five tons. The slags have a compact metallic appearance, and a bluish colour tinged with red; they are from 60 to 80 per cent.

The time occupied in reducing the ore from a mineral state to bringing it into cake copper is about six weeks. It requires about eighteen tons of coal, through all the processes, to make a ton of copper from 8 per cent. ore. By the blast, 29·84 cubic feet of coke will smelt 20 cwt. of ore—a cubic foot weighs about 24 lbs. Four and a half cubic fathoms of wood are sufficient to calcine the regulus produced from 100 tons of ore. A common reverberatory furnace will smelt about 900 tons of ore per annum.

The foregoing sketch, though not sufficiently in detail for those interested in copper smelting, may probably interest some readers. The method used in Norway differs much from the English, inasmuch as they use open air calcination, which in England, from the value of the surrounding land, would not be permitted. For some distance around the smelting works there is no vegetation; the sulphuric acid, deposited by the smoke from the calciners, destroying the herbage and plants in their vicinity. Tapping into water is not practised here as in Swansea. From my experience, I am led to believe this mode more economical than the English, without wishing to impugn that or any other method of smelting. Our aim should be, to communicate the little knowledge we possess the one to the other. A description of copper smelting I do not believe has been previously published. I am aware of the deficiency of this sketch; but, as I have broken the ice, I trust some of your numerous correspondents, better able to treat the question than myself, will take up the subject, and from time to time give such information and improvements as may occur in this hitherto hidden branch of manufactures, and that this humble sketch may be the forerunner of others more worthy a place in your columns.

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names put forth as directors. It showed the great caution which was necessary in passing railway bills, and the consequences which might be involved through their not endeavouring to depress rather than encourage the gambling mania which existed in the public mind. The Marquis of Lansdowne suggested that a Standing Order should be adopted, that when the names of parties were inserted in any bills, which made them pecuniarily liable, proof should be given that it was with their consent, and which motion received the assent of the House. The subject was brought before the House of Commons on Tuesday, when Mr. BARKLEY repeatedly declared, he was not aware that his name had been used, and several of the officers had permission to attend, and give evidence in the case in the Court of Common Pleas. The case is one of immense importance, as, under such circumstances, families might be ruined through the machinations of scheming individuals, and men of straw, and the suggestion made by Sir R. Inglis would be most desirable—viz., that in future no company should be allowed to insert the list of directors in its Act of Parliament, without the written consent of the parties, such consent to be inserted in a register open to public inspection—some legislative measure is absolutely necessary.

**THE IRON TRADE.**—The usual quarterly meetings of the ironmasters have been held in the several localities during the week—at Walsall on Tuesday, Wolverhampton on Wednesday, Birmingham on Thursday, and Bournebridge yesterday—the meeting at Dudley this day, for the settlement of prices, is looked forward to with much interest. Every description of manufactured iron having been reduced in price in the last thirteen weeks from 20 to 25 per cent., the great hope of the trade now is, that it will not be any lower, if it should not rise, though many begin to be thoroughly aware that too sanguine ideas were entertained of the great demand for railway iron, which would arise from the numerous speculations afloat; a very great number of these will not be carried out at all, and the consumption of iron of those which are, will be spread over a much longer period than was anticipated. The price of bar-iron is now nominally 10l. per ton at the works, though many sales have been effected for considerably less; the demand is still dull, and it is evident stocks are accumulating.

**THE GREAT WELSH MINING CASE.**—These suits come on for trial on Monday morning next by arrangement—Sir Thomas Wilde appearing for the Earl of Dunraven and Sir Robert Price, Bart., severally, and Mr. Cockburn (of the Western Circuit) on the part of Messrs. Malins. The latter gentleman's services were called in, in consequence of the elevation of Mr. Fitzroy Kelly to the post of Solicitor-General. We hope to be able to give a report in our next.

**MINING IN AMERICA.**—Agents for parties in the United States interested in the extension and success of mineral works there, are now in England, busily engaged in selecting our best workmen, and engaging them for employment in America; no less than forty of the men at the Bishop Wearmouth Iron-Works have been tempted to give up their employment in England, and to proceed to the United States, to be employed in a manufactory there; we trust they will not have occasion to repent of this proceeding, but obtain satisfactory arrangements as to their term of service, with proper remuneration, should their services be suddenly dispensed with, to enable them to return to their native land. We much fear the greater part of those who leave their employment under such circumstances will not find themselves bettered by the change.

**MINING IN SOUTH AUSTRALIA.**—In one of our late Numbers we gave some interesting details of the discoveries, and the working of mines, in South Australia. Since then, the high character of South Australian copper has been established by the most conclusive of all tests. Eighty-seven tons of the ore imported from the Kapunda Mine there, have been sold at Swansea. The prices were as follows:—62 tons, produce 28½ per cent., brought 23l. 5s. per ton; 25 tons, produce 26½ per cent., brought 21l. 9s. 6d. per ton. Mr. Dutton, one of the proprietors, estimated the whole expense in raising the ore, shipping, and other charges, till landed at Swansea, at 9l. per ton. These facts deserve to be made known; and when the richness of the lodes which have been discovered in South Australia, and the trifling expense incurred in raising the ore, are considered, it must be admitted that the value of those properties which contain these mines is incalculable. At the public sale of land, which was to take place in South Australia, on the 9th April last, there is one section of 100 acres thus described in the Government notice:—"Situated to the south of, and adjoining Section No. 271, the Kapunda, or Captain Bago's Mine; rich specimens of copper have been found on the surface of this section." At the same sale, five sections, in separate lots, are to be sold, described as being "in the neighbourhood of the Montacute Copper Mine, in a district known to contain minerals;" and two other sections, situate "in a district known to contain minerals—copper has been discovered on one section, and iron on the other." We understand the accounts received by the South Australian Company, per the Yare, arrived this week, as to the copper and lead ore found on their lands at Rapid Bay, are very favourable; and we have reason to believe that twenty thousand pounds were paid to the Colonial Land and Emigration Commissioners, a day or two ago, for the purpose of securing a special survey of twenty thousand acres, in South Australia, in terms of the Act for regulating the sale of the waste lands belonging to the Crown in the Australian colonies. The colony of South Australia really seems destined to go ahead, and to those who have observed the enterprise and energy of its settlers, this circumstance, though gratifying, is not surprising. We shall watch their onward progress, and report occasionally their operations, particularly in the departments appropriate to our Journal.

**RETURNS OF RAILWAY TRAFFIC FOR THE PAST SIX MONTHS.**—It will be seen, by the following return, that the average business of our railways is still progressively on the increase. On thirty-nine lines, embracing nearly 1800 miles, the traffic for the six months ending June, amounts in round numbers to 2,850,000l.—being an increase of 550,000l. more than the corresponding six months of 1844. Of this increase, the London and Birmingham line has 52,000l., or 2000l. per week; Great Western, 41,000l.; and Junction, 30,000l.; Midlands, 57,000l.; Brighton, 14,000l., and South-Eastern, 8000l. Taking the value of money at 4 per cent., it gives an increase in the value of the above railway property of upwards of 26,000,000l. sterling, the result of increasing prosperity, although, on some lines, considerable extensions have been made.

**SPEED ON RAILWAYS.**—A return has just been published of the weight and speed of the express trains on several lines, from which we select the following:—Brighton averages 30 tons, performs 50 miles in 1 h. and 27 m., 34 miles per hour, including stoppages; the Northern and Eastern, 33 tons, 32½ miles, 45 miles per hour; South-Western, 33 tons, 78 miles in 1 h. and 57 m., or 40 miles per hour; the Birmingham, 27½ tons, 112½ miles in 2 h. 55 m., or 38 miles per hour; South-Eastern, 35 tons, 67 miles in 2 h. m., or 28 miles per hour; the Great Western, 76 tons, 194 miles in 4 h., 42 miles per hour, and one train has kept the same time with 94 tons. In calculation, deducting slackening speed and stoppages, gives to the Birmingham and South-Western 43 miles per hour, and to the Great Western miles per hour, averaging 76 tons.

**INCREASE OF BANKING BUSINESS FROM RAILWAYS.**—The immense increase of the investment of capital in railways has had upon the banking business of the country, may be judged from the fact that one firm in Lombard-street, sent to the clearing house 2,500,000l., which, supposing that it is probable, that they were drawn upon for the same amount, gives an extraordinary amount of 5,000,000l. for one house in one day. Under the usual run of business, previous to the present railway speculation, the average banking houses used to return about 1,000,000l. daily.

**NAME THE STEAM PILE DRIVER.**—This invention of Mr. J. Nasmyth, by performing wonders. At the great marine works, at Morice, near Portsmouth, the sea wall will be 1600 ft. in length, the coffer for the construction of which is formed by a double row of piles from 6 ft. to 66 ft. in length, and from 14 in. to 16 in. square. The size of this pier-dam is quite unprecedented, and by the use of the steam pile driver saving of time will be effected of two years, and in money of 50,000l. The pile under the operation is seen to sink into the ground from 1 ft. to 1 ft. 6 in. at a stroke, and the whole time occupied in driving a pile of 66 ft. is under four minutes—an operation which, by the old system, took fifteen to twenty hours; the iron rim on the head of the pile is also opened with, and yet the timber remains without the slightest injury. It is almost impossible to imagine the great and important results which will ensue from this powerful agent, as by it numerous marine and railway works can be accomplished under circumstances which, with the old machine, would be impossible, such as harbours of refuge, piers, recovery-land from the sea, and other extensive undertakings.

## SHARE MARKET.

In the railway share market the same steadiness prevails, which has characterised the past few weeks, and no remarkable activity can be noticed in any of the undertakings. It is considered by many that a good harvest, and the holding of the half-yearly meetings, which are about taking place, will revive speculation and have considerable influence on the market; the new schemes advocating the broad gauge do not appear to be in favour with the public, while the Rugby and Tring line still bears a premium. During the week the preambles of the following bills have been declared proved:—the North Wales Mineral, on condition that, if a diverted line is not adopted, 5000l. is to be paid to the owners of the Plas Maddock estates; the Launceston and South Devon, with its branches; the Tenterden and Rye; and the Blackwall extension to Old Ford. The Cornwall Railway scheme is progressing in the Lords, and the Direct Northern have got permission to bring evidence to establish the fact of an error existing in the datum line of the London and York ten feet between King's Cross, and a distance of ten miles on the line; it is also stated, that other errors can be proved on the line, which, if so, this project is likely to share the fate of its opponent, the Cambridge and Lincoln. The Gravesend and Rochester bill was unopposed; it is merely one to authorise the conversion of the present single line into a double, and the preamble was declared proved. For prices we refer to our share list, and the following is the increase in six months' working in the several railways, compared with the corresponding week of 1844:—

Birmingham and Gloucester	£30566	London and Brighton	£13455
Chester and Birkenhead	2272	London and South-Western	8456
Eastern Counties	16997	Manchester and Birmingham	16109
Edinburgh and Glasgow	6856	Manchester, Bolton, and Bury	3704
Glasgow and Greenock	1683	Manchester and Leeds	22214
Glasgow, Paisley, and Ayr	7766	Midland Company	87613
Grand Junction	31165	Newcastle and Carlisle	3523
Great North of England	18867	North Union	5604
Great Western	41470	Preston and Wyre	3252
Liverpool and Manchester	18865	Sheffield and Manchester	3739
London and Birmingham	43790	South-Eastern and Dover	47834

**JOINT-STOCK BANKS.**—Australasian, 32½; Union of London, 13; Union of Australia, 25½; British North American, 49.

**MISCELLANEOUS.**—General Reversionary and Investment, 110; Equitable Reversionary, 90; General Steam Navigation, 27; Peninsular and Oriental Steam, 73; Reversionary Interest, 100½; Royal Mail Steam, 49.

**MESSERS. LAMOND'S SALE OF SHARES.**—The following are Tuesday's prices:—**MINES.**—Wheal Maria (12 pd.), 700l.; Imperial Brazilian (21l. pd.), 54l.; Santiago (10l. pd.), 23½l.; Harrowbarrow Old (1½ pd.), 2l.; South Caradon (1½ pd.), 600l.; Caradon Consols (45l. pd.), 180l.; St. Cleer Consols (2l. pd.), 64l.; Larnarhoe Wheal Maria (4½ pd.), 4l.; Wheal Concord (2l. pd.), 10l.; Wheal Mary (1½ pd.), 7l.; Cymorthen Slate Company (1½ pd.), 1½l.

**RAILWAYS.**—Over Yssel (4½ pd.), 5l.; London and York (2½ pd.), 3l. 13s.; Whitehaven and Furness (1½ pd.), 2l. 1s.; Wilts, Somerset, and Weymouth (2½ pd.), 5l. 19s. 6d.; London and Blackwall (16½ pd.), 9½l.; Welsh Midland (2½ pd.), 3l. 11s.; Direct Northern (2½ pd.), 3l. 4s.; Sambre and Meuse (4½ pd.), 8l. 2s.; West Flanders (2½ pd.), 4l. 13s.; Great North of France—Rosamel's Company (2½ pd.), 2l. 5s. 6d.; Armagh, Portrush, and Coleraine (1½ pd.), 1l. 18s. 6d.; Oxford, Worcester, and Wolverhampton (2½ pd.), 6l. 6s. 6d.; Boulogne and Amiens (6l. pd.), 10l. 19s. 6d.; Italian and Austrian (1½ pd.), 2½l.; Manchester, Buxton, and Matlock (22s. pd.), 5½l.; Pilbrow's Atmospheric Railway (1½ pd.), 1l.

The following are the prices realised on Friday:—Dunstable, London, and Birmingham (1½ pd.), 2½l.; Cornwall (3½ pd.), 8l. 16s.; East Indian (4½ pd.), 11s. 6d.; Sambre and Meuse (4½ pd.), 7l. 16s.; Liverpool and Manchester, quarter shares (25l. pd.), 51½l.; Manchester and Leeds (76l. pd.), 169l.; South-Eastern (2½ pd.), 8l. 15s.; Eastern Counties (14l. 16s. pd.), 21l. 12s.; Oxford, Worcester, and Wolverhampton (2½ pd.), 6l. 13s.; Caledonians (5l. pd.), 10l. 19s.; Welsh Midland (2½ pd.), 3½l.; New London and Croydon (13s. 4d.), 12l. 18s.; Dendro Valley (2½ pd.), 2½l.; Italian and Austrian (1½ pd.), 2l. 7s.; South Midland (22s. pd.), 1l. 13s.; Direct Northern (2½ pd.), 3l. 2s. 6d.; North Wales (1½ pd.), 2l. 14s. 6d.; Rugby, Worcester, and Tring (1½ pd.), 1l. 7s.; Watermen's Steam Packet Co., (2½ pd.), 1l. 18s.

## PRICES OBTAINED BY PUBLIC AND PRIVATE SALE.

**SIR.**—Being a considerable holder of mining property in this country, and as your Journal may be considered in some sort as its only official organ and representative, I naturally turn to your pages for information, and to your quotation of shares in the London market. For some months past I observe the price of two mines in which I am interested to be severally 14l. and 10l. 10s., until last Saturday, when, in a different part of your paper, you state that the shares in the mine represented by the former price, were sold by public auction at the Hall of Commerce, at 11l., and the latter at 9l.—still keeping up the quotation in the share list at a nominal value. I am at a loss to conceive how this enormous difference can exist, unless it be that the public generally are ignorant that they have so desirable an opportunity of testing the actual value of their property, instead of permitting it to be jobbed by deep and designing individuals, interested in violent fluctuations, so as to enable, what are called the knowing ones, to buy and sell through brokers and agents as hungry and as unscrupulous as themselves. You will, I consider, be doing a service generally to those interested in mining property by giving insertion to this letter; and though I have not as yet sold or bought any shares through the medium of a public auction, yet I feel so confident of its ultimate success, and the beneficial effects of such a market, that individually I shall do all in my power to uphold so straightforward a system.

**Cornhill, July 5.**  
[The observations of our correspondent bear us out in some remarks on this subject in another column. The quotations of the prices in mining shares are not at all times to be depended upon, as they are too oft given to suit the views of jobbers, as they may be either buyers or sellers; nor will it be otherwise, until principals are offered brought together. Where brokers are employed, they should be bound to fill up the transfers with the names of the actual buyer and seller, which should be registered, and a certificate given; such register would be at all times a faithful record of events connected with the share market. Sales by auction, we admit, have their advantages, but do not thoroughly remedy the evil—indeed, sales of shares should be, like the sale of ores, without a reserve. Wheal Maria is called 700l., as a price at which business has been done. Will the auctioneer find another customer, as we believe there would be little difficulty in finding another share at the figure?]

**TRANSFER OF PROPERTY BY PUBLIC AUCTION AND PRIVATE CONTRACT.—THE RECIPROCITY OR ALLOWANCE SYSTEM, &c.**—A meeting was convened on Tuesday last, the 8th instant, by Mr. Rainy, the well-known auctioneer, of Regent-street, for the purpose of proposing some means of counteracting and abolishing the unfair system at present pursued by very many solicitors and other intermediate persons, or middle men, of secretly trafficking for gain with the patronage of their employers—a system which, while it is subversive of fair dealing, independence, and honourable competition, among men of business, operates greatly to the prejudice of the interests of the principals. The meeting was attended by some of the most respectable auctioneers in the metropolis, who were anxious to hear the proposals to be made to raise the profession from the bad omen it unfortunately had attained by the conduct of some of the body.—Mr. RAINY, in addressing the gentlemen who had done him the honour of attending, said, that he wished to give no offence to any party, but the period had arrived, when a change ought to be made in the present system of selling and transferring property. In 1829 he had drawn the attention of the Government, for the purpose of abolishing what was called the auction duty, or Government tax, on the sale and transfer of property by auction, or by solicitors. In 1834 there was a commission appointed to consider the subject, and in 1838 the Legislature had agreed to repeal it. In consequence of the rapid progress that railways have made in this country, and the facilities they afford by expedition and cheapness, he considered that it was but just that those parties both in town and country who had property to dispose of, should have, in consequence thereof, some proportion of benefit in the change, as well as the auctioneer. The system that he had to denounce was, that many auctioneers go round to the solicitors of parties, who are known to possess landed or any other property, tendering their services, saying—"If you will procure me the business, I will give you a share in the commission." This was disgraceful to the profession, and he was always against those illicit transactions, or what might be called underhand propositions, which he had denounced years ago. Several works had been written on the subject: that of Mr. Babbage gave as good an exposé as any, of the tricks of auctioneers and lawyers. He knew well, and was proud to declare it, that there were many most honourable men in his profession and the law, but, unfortunately, there were always black sheep in both, who did not hesitate to do dirty actions. The hon. gentleman entered into a very long detail of the cases that had come under his own knowledge, which had caused the suspicious feeling to exist against them by persons who had either property to dispose of, or who were desirous of making purchases; and also the tricks played by the butlers or stewards of the nobility in receiving commissions from the different tradesmen, which caused some laughter. After having given it as his opinion, that the subject ought to be taken under the serious consideration of the whole body of auctioneers, to reduce their commissions on the transfer or sale of property, he read a letter from Mr. George Robins, the auctioneer, of Covent-garden, who objected to attend the meeting on that very account, as he was not one of the new light gentlemen.—Mr. SMITH (the auctioneer) agreed with what had been stated by Mr. Rainy, and he hoped that some material change would be made in the method of carrying on the business of auctioneering.—The meeting having heard with patience the observations made by them to improve themselves, then separated, as a list of charges will be submitted to them at a future period.

## ON THE CONSUMPTION OF SMOKE FROM STEAM-ENGINES.

TO THE EDITOR OF THE MINING JOURNAL.

**SIR.**—As there is every probability that a bill will pass the Legislature to compel a certain portion of the proprietors of steam-engines to adopt means to consume the smoke of their furnaces, and, being one of those who will have, at great expense, to provide suitable means to comply with its provisions, I have taken the liberty of addressing you. This great nuisance, or rather necessary evil, in large manufacturing towns, such as Manchester, Leeds, or Birmingham, has already been attempted to be abated by the local authorities with various and partial degrees of success, but, no doubt, at considerable expense and risk on the part of the owners of engines. As far as I can learn, should the bill pass, it appears that an engine-furnace attached to a manufactory in the open fields, if it emits smoke, may be deemed a nuisance, and the proprietor compelled to consume the smoke equally with the owner of an engine-furnace, with its too frequently low chimney, situated in the midst of a large and populous town. In my humble opinion, the amount of nuisance, and necessity for rendering the consumption of smoke compulsory, is dependent, to a great extent, upon the number and proximity of the engines and height of their chimneys, and the local authorities of towns are competent judges when the number arrives at that point, that it becomes necessary for the public benefit to put a prohibition upon the smoke; and, more especially, to compel the owner of any furnace, to be erected in future, to render his chimney smokeless—that is, supposing a method does exist which would effect the object, although it might not be a very desirable addition to the furnace, but of necessity was made use of. I have read in the newspapers very recently, that after two years' experiments in the Deptford and Portsmouth Dockyards, Godson's patent method of smoke consuming is the only one approved; we may, I think, fairly presume that no expense or information has been wanting to discover the best method, and that the rejected methods are useless. Under these circumstances, it is hard for the owners (often very poor) of steam-engines, to be compelled to obey a law that the Government establishments, with all their ample means, have only approved one method of satisfying, and that a patent one.

Permit me to suggest, that you would oblige many of your readers, manufacturers, and others, by your resuming the series you commenced in your Journal of descriptions of the numerous patent and other plans for smoke consuming, and by condensing the series into a full description of the best, at present known, and really commercially practical, method of simply consuming the smoke without either loss or gain in economy of fuel—a method that an ordinary and unscientific fireman can manage, and that does not injure the boiler-plates by alternate transitions from hot flame to cool air, as I am informed is the case with some methods that effectually consume the smoke; and, at the same time, as effectually consume the boiler, by cracking the plates, stretching and loosening the rivets, by the alternate sudden contraction and expansion, and, thereby rendering the boiler more liable to the danger of explosion—of some method that does not involve the necessity for a small fire-grate, and firing at short intervals, and rapid combustion of fuel—which I believe is not the most practical mode of consuming it—but a method suitable for furnaces where there is ample boiler-room, well constructed flues, and, consequently, the fires are worked cool, and may be allowed to burn rather low before there is a necessity for replenishing them with fresh fuel, which practical men tell me is the only real method of economising fuel, and small and inferior coal may be used, and whereby the heat generated is fairly absorbed by the boilers, and that with such treatment boilers will stand constant work for many years with very little wear. I cannot but observe, that the promoters of the bill take great credit for it upon the score of the great saving of fuel to be effected by consuming the smoke of an engine-furnace. In these times of great competition and reduced profits, I humbly submit that the proprietors of engines are quite alive to the economical management of their fires without the assistance of an Act of Parliament to teach them; and sufficiently unprejudiced, that if there is a saving in the consumption of fuel by burning the smoke, and unattended by disadvantages respecting the boilers, it would have been long ere this put into practice. Further, I beg to be allowed to quote the statement of an honourable Member of the House of Commons (Mr. Copeland), reported in the *Times* of Saturday last—"That he and many other manufacturers would be compelled to close their works: a step which would have the effect of throwing thousands of workmen out of employment;" and to add, that this statement, put forth by such a high authority, deserves, at the hands of the promoters of the bill, the most deliberate attention and calm consideration, before they thrust it upon the manufacturing community.—A MANUFACTURER: Gloucester, July 2.

**THE COPPER MINES OF CUBA.**—The mineral riches of the Havana, but more particularly the island of Cuba, are very little known to any other European nations than the Spaniards, who, from the time of their conquest of the South American continent, from Mexico, down the Pacific as far as Cape Horn, have always kept that rich and fertile island under the yoke of tyranny and ignorance. Having lost their valuable possessions in South America, the Havana is the only colony that remains to Spain after all her former conquests. The political changes that have taken place in the mother country, during the last five and twenty years, have had a very great influence over the inhabitants, the extensive tobacco-planters, and holders of mines; and the slaves and peasantry in this colony, which has only kept her allegiance to Spain under the force of bayonets, having several times been on the point of declaring themselves free and independent. In consequence of this dread of the black, or slave population, rising, the same as at Hayti, the Government has considered it as a political resort not to prevent, as formerly, the establishing of foreigners—English, Americans, French, &c.—on the island. The march of intellect, invention, and speculation, which of late years has made such a rapid progress in Europe, is commencing its powerful overthrow of ignorance and oppression in the new world. After a minute exploring research that has been made of her valuable mineral kingdom by some English adventurers, it has been found that she possesses some most valuable gold, silver, and a small quantity of quicksilver mines; but those of iron and lead, and particularly copper, are more abundant: the latter is the most of any. The working of these mines has raised the spirit of speculation, not only among the owners of these hidden treasures, but the most influential English mercantile houses in that colony, who have introduced machinery from this country so as to carry it out on a large scale. Coal being plentiful, the expenses will not be great after the machinery, smelting-houses, &c., are once well established. No less than fifteen to twenty vessels have arrived at Liverpool and Bristol within the last fortnight, each averaging about 500 tons, with copper ore from Cuba, amounting to about 7000 tons of the mineral, valued at 91,000l.; others are daily expected from the same quarter. When the communication across the Isthmus of Panama, from Chagres, in the Gulf of Mexico, to the South Pacific, is accomplished—as the enterprise is being carried on with spirit—it will throw open a great field for mining speculations in Chili, where copper ore is also very plentiful; but the distance and expense of freight round Cape Horn and the Brazilian coast, has been a fatal drawback to adventurers in embarking in the undertaking. Private letters, from Valparaiso, are most sanguine in the accomplishment of this artificial, short communication between the north-western and southern oceans. A voyage from Liverpool to Chili, via the Isthmus, will be performed in five to six weeks, as there will be a regular line of steam-packets established. The idea of going from London to Bombay, via Marseilles, Egypt, and the Isthmus of Suez, in one month, would have been laughed at twenty years ago as an impossibility. Panama offers as great facilities for the present enterprise. The laying down of railways in the Havana, will render the facilities of conveyance to and from the principal points of the island and the mines, in a few years hence, highly beneficial, as the great expenses incurred by the transport of merchandise and metallic ores to the port of embarkation, has been the means of keeping up the high prices of tonnage. In the West Indies, we shall soon have locomotives in full operation (next August); and negotiations are now in progress for the introduction of railways in Mexico, nearly the whole of South America.—From a Correspondent.

**SMART'S PATENT CONVEYER PROPELLER.**—In a communication which we have received from Mr. W. H. Marshall, of the Bristol General Steam Navigation Company, that gentleman, referring to Mr. Smart's plan for steam propulsion, says—"Smart's patent floats have been applied to several of our steamers, and in all have been found to answer, in a greater or less degree, by diminishing the vibration, and improving the speed from half a knot to a knot and a half per hour, according to circumstances—the benefit being most felt when the steamers are laden or the weather bad."

**JOBBING IN RAILWAY SHARES.**—The unpleasant disclosures made by the South-Eastern Railway Company on the conduct of Captain Boldero and Mr. Bonham, in the trafficking in shares, and the decision of the committee appointed by the House of Commons to investigate the subject, have made it absolutely necessary for these two gentlemen to resign the situations held by them in the Board of Ordnance.



## ASSAY AND ANALYSES OF MINERALS—No. II.

## ASSAY FOR SILVER.

Ore finely powdered	2 ounces.
Borax	1 "
Sub-carbonate of potash	3 "

Red lead, or litharge, according to the quantity of copper supposed to be in the ore—if the ore contains about 5 per cent., 1 oz.; if 10 per cent., 2½ oz.; if 20 per cent., 4 oz. of lead, with pounded charcoal, in proportion to the quantity of oxide of lead, for the purpose of reducing the same to the metallic state; to every ounce of lead add a large tea spoonful of pounded charcoal—having weighed and thoroughly mixed these substances, put them, with the paper you have mixed them in, in a crucible, capable of containing three times the quantity; in the middle of the mass in the crucible, put a piece of clean iron wire, or hoop—fuse the mass, and, when it has been in a liquid state for ten minutes, add a small bit of charcoal, the size of an hazel-nut—continue, and rather increase, the heat for five minutes longer, then remove the iron, and pour the contents of the crucible into an iron mould; when nearly cold, break the button of lead from the mass, which will contain all the silver, and is then to be subjected to the usual process of cupellation, which is as follows:—Prepare a test of bone-ash, which, when dried, must be heated in a muffle, until of a strong red, or nearly white, heat; put the button of lead in the hollow of the test, and when fused, and of a bright surface, allow a current of air to pass in at the mouth of the muffle until the process is complete. In the first process the flux unites with the earthy matter and some of the other inferior metals in combination with the silver. The use of the iron is to engage the sulphur contained in the ore.—J. T. C., July 5.

**THE MINERS OF SOUTH AMERICA.**—Miners in all countries are a distinct class of men from other beings. The world, and its passing events, never occupy their minds; they plod on from year to year in driving into the riches of the earth, content with their lot as long as they are fully employed in their dangerous and subterranean avocation. There is an extraordinary similitude among this portion of our fellow-creatures in all parts of the world. The German, the Cornish, and the North and South American miners, are a race of men peculiar to their localities not to be found elsewhere, but all resembling each other in their peculiar habits more or less. The German is industrious and sober; the Englishman hardworking, but addicted too frequently to the indulgence of spirituous liquors. The South American miner, the inhabitant of the vast cordilleras of the Andes, is as a being separated from the intercourse of all other portions of mankind; he is frugal, sober, and enterprising; he dreads not labour, but, if not carefully watched, has a predominant penchant for pilfer, or secreting, when he can, a small portion of the precious metal; he is working under the impression of the old Spanish or Indian adage, that God sent gold and silver for all men, and that each had a right to a part if he found it. There is a class of men in South America, in the mining districts, called "buscones," or searchers after the ore, who make a very excellent living by this means, of what they consider honestly their due. The miners in Mexico, Columbia, Peru, Bolivia, Central America, and Chili, are held as a privileged class of men by the Governments of these different republics; they are exempt from serving in the army or navy, or liable to be called upon at any time by the state, as they and the mine they work are considered as sacred property; as an instance of this, is to be remarked, that notwithstanding the civil wars that have unfortunately prevailed for years in South America, by one chief opposing another for the sake of absolute command, that the miners have never been molested by either one party or the other. Chili, that has now enjoyed sixteen years of peace, is shortly likely to become the field of extensive mining operations by British enterprise, and the introduction of English machinery.

## ANDALUSIAN MINING ASSOCIATION.

Capital £200,000, in 20,000 shares of £10 each (reals 1000).  
Deposit £2 10s. per share (reals 200).

## BOARD OF DIRECTORS.

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Chief Superintendent in Spain—Mr. Frederick Burr.  
Secretary and Solicitor—John T. Wright, 15, London-street.

This association is engaged in working, with Cornish miners, under the management of an English mining engineer of high character, skill, and experience, thirteen mines of copper, lead, iron, and argentiferous ores, situated within easy access to the high roads and water communications of the province, and secured to the company by all the regular forms of title prescribed by the Mining Code of Spain and the Regulations of the Department of Mines at Madrid.

In addition to the above valuable property, acquired within the last three years, the company have constructed at a central point, on the banks of the Guadalquivir, on a site accessible to vessels of 200 tons burthen, smelting and refining works, which are completed, and are capable of enlargement for manufacturing purposes.

The journals of Madrid and Andalusia have invited national attention, in the most favourable terms, to an undertaking which has equally conciliated the favour of the central and provincial authorities, the adjoining mineowners, and the native population.

Of the value of the property, the public are enabled to form an independent judgment from the following extracts of recent reports from the company's superintendent, Mr. Burr, who writes on the 28th of April last:—"My own opinion is, that the main, though by no means the only, source of profit to be looked to, is the monthly shipment of, say, 500 to 1000 tons of high-priced copper ore—a good deal, probably, containing silver—from the company's own mines—a quantity which such lodes as ours ought certainly to be capable of affording."

As regards one of the copper mines, it is remarked that, "when properly worked, there is no reason to doubt that it will be one of the richest in Europe." The prospects are extraordinary. At the entrance of a cross-cut, they have met with an immense gossan lode, or junction of gossan lodes, measuring twenty-seven feet between the walls; at the end of the cross-cut another gossan lode eight feet wide; and, on driving further, a third gossan lode, the size of which had not been ascertained at the date of the report.

Of a third mine it is said, under date of June 18th—"The points in its favour are, the immense size of the vein, and the number of ore branches which it contains, and which promise to afford, when the ground is properly laid open, a literally inexhaustible supply of copper ore."

Although the majority of the samples are taken almost from the surface, where, as regards copper, the ores are poorest, the following results show the great richness of the mineral products of this district:—

Product per cent. of copper or lead.	Product of silver per ton.
22½ copper	35 oz.
12 " "	21 "
14 ditto	37 oz.
80 lead	4 oz.
80 ditto	21 oz.

Of the above mines, eight are copper, four lead, and one iron.

The profits from the smelting and refining of argentiferous ores alone, independently of the manufacturing returns, are estimated at £10,000 per annum.

From the preceding statements, and other data furnished by the company's officers, the directors consider themselves authorised to hold out a fair and reasonable probability of an annual net profit of at least 40 per cent. on the capital invested.

Further particulars and detailed information may be obtained, and specimens of the ores seen, at the company's offices, 30, Gracechurch-street.

Applications for shares, according to the subjoined form, to be made to Messrs. Hill, Fawcett, and Hill, 29, Threadneedle-street, stockbrokers; to the solicitor, at his offices, 15, London-street, Fenchurch-street; or at the company's offices, 30, Gracechurch-street, where further information may be obtained, and specimens of the ore seen.

Applications may also be made to the following persons in the country—viz., Mr. Jas. Hervey, of Halifax, sharebroker; Watson Chapman, of 57, Stonegate, York, sharebroker; Messrs. Alston and Galt, Liverpool; James Jamieson, Leeds; Messrs. Sibary and Simpson, Hull; Daniel Bolt, Bristol; Theobald Bushell, Belfast.

## FORM OF APPLICATION FOR SHARES.

To the Directors of the Andalusian Mining Association.

Gentlemen,—I request you to allot me \_\_\_\_\_ shares in the capital stock of your association, and I hereby agree to accept and to pay the deposit of £2 10s. (250 reals) upon each share you may allot to me.

Name.....  
Residence.....  
Profession.....  
Reference.....

**ANDALUSIAN MINING ASSOCIATION.**—The directors have the gratification of announcing to the shareholders in the above undertaking that, according to advice just received from Spain, the following important CONCESSIONS have been made by the Spanish Government in FAVOUR OF THE COMPANY:—  
1. Permission for the landing and embarkation of the company's property, coal, material, mineral, &c., at Pùebia direct, without the vessels coming to Seville, as was hitherto the case—in fact, making Pùebia, so far as the company is concerned, a port.  
2. The abolition of the export duty of 4 reals per quintal on lead—thus giving an additional value of 66 reals, or nearly £1, to every ton exported.  
By order of the board of directors.  
Company's Offices, 30, Gracechurch-street. J. T. WRIGHT, Secretary.

## A GLANCE AT CORNISH MINING—No. VII.

BY JOSEPH YELLOLY WATSON, ESQ., F.G.S.

No one, we think, can look upon the extent of mining enterprise at the present day without feeling a degree of interest; for, whilst a few years since it was confined to a small number of individuals besides those parties residing in Cornwall, and directly concerned in the mines, through agencies or supplies, there is now scarcely a county in England in which shares are not held, and in London alone, we may estimate at least a million of money invested in mining undertakings. This has, in a great measure, been brought about by the publicity given of late to the proceedings of the different companies, and the periodical statements (two-monthly) of their financial state, as well as by the great profits paid by many of the mines, and the knowledge of the fact, that, under the "cost-book" system, a shareholder in a mining company can, at any of these two-monthly meetings, sign off his name from the cost-book, and so get rid of any future liability—a circumstance of great importance, but which does not occur in joint-stock companies in general.

Where there are so many companies, and such temptations for deception, it is only natural to suppose, there will be a few concocted by scheming adventurers, and utterly unworthy of patronage, but these form the exception rather than the rule. Besides, the opportunities given through the medium of the *Mining Journal* to expose abuses, has been, and is, a great check upon them, and the want of this controlling power over speculations holding out such inducements for speculation, may, in no small degree, have contributed to increase the prejudice which existed against mining companies in former times, for that they did exist cannot be denied. Many mines even in a prosperous state were, however, abandoned for want of adequate machinery to work them, and their stopping, as it caused a loss to those who held shares, naturally led them to view other mines with distrust. This cannot apply to the present day, for machinery has been brought to the greatest perfection, and this, aided by the ability displayed by a superior class of agents, and a greater knowledge of geology, has brought many of the so abandoned mines into a profitable state, as well as opened a wide field for exertion in those their enterprise has discovered. This knowledge (if I may so term it) of practical geology was more particularly required, as it is well known that many mines were condemned by those who were considered experienced agents, merely because they were situated in a strata of country different in appearance from that to which they had become accustomed—and, consequently, to their limited knowledge, considered unworthy of a trial. No miner would allow that copper could be found north of Redruth, south of Gwennap, east of Truro, or west of Crowan; but time has shown this metal to have no settled affection for a particular district. The Great Wheal Maria Mine, situated in a district considered formerly unfavourable for ore, is now the richest, perhaps, ever discovered in any country; it was worked many years ago, and a shaft sunk twenty fathoms deep without finding any copper—consequently, it was abandoned, and the outlay lost. After being idle for a lengthened period, it was taken, in 1844, by a London party, who only sunk the shaft a few feet below where the old party left off, and discovered copper ore worth nearly a million of money! Such a fact as this alone goes far to disprove the many idle theories that copper can only be found in certain districts. Many other causes might be brought forward as militating at the time against mining operations, amongst which, the great distance of Cornwall from the mart of capital and enterprise, and the want of that easy access which railways now afford. Cornishmen had also gained a name for "smartness" (as the Yankees term it); for, having no check upon their proceedings, they were wont to form collusions with merchants and others, at the expense of the out-adventurers; now, however, most of those parties in London and elsewhere, who hold a large interest in this description of property, have their own agents, who report to them from time to time all that transpires at the mines.

I have been led into these hasty remarks, from the conviction that, like railways, mines have become an important feature in commercial pursuits, and that they only require to be more known to be even better appreciated. Formerly there was far too much secrecy observed in mining matters; indeed, Cornishmen appeared extremely jealous of giving any information respecting them; but the important interests now held out of the county render it not only desirable, but necessary, that the utmost should be known by all shareholders alike; and the attempt, through this series of papers, has been to show both what has been done and what is now doing in Cornwall. There are many mines, however, which have not been noticed, and whilst I reserve them for a future period, it may be remarked, that mining is extending in other directions than in Cornwall, and that, too, with favourable results. In Cumberland several profitable mines are in course of working; the Greenside Mine, situated at the base of Helvellyn, near Ulswater Lake, is paying dividends nearly equal to East Wheal Rose, whilst its extensive machinery and smelting-works give it the appearance of a small town. In Wales several mines are paying good profits, especially the Goginan and the Lisburne. In Somersetshire the Mendip Hills have lately been taken by a London company for Mining operations. In Ireland—besides the mines belonging to the Wicklow Company and the Mining Company of Ireland, &c.—a rich lead mine (Baristown) has been re-opened by a London party, and which, from its present prospects, bids fair to equal any thing ever known in Cornwall. It appears, from some old books upon Ireland, to have been worked to some extent by the Danes, and considerable returns made, if we may judge from the large excavations now found; it would seem also, that, from want of machinery, they were obliged to stop their operations, and the mine laid idle for some centuries. A curious circumstance, as connected with the ancient mode of mining, occurs here, for, instead of placing timber, they appear to have left large pillars of lead standing to support their levels. Four or five years ago the sett was taken by a few individuals, and a shaft sunk several fathoms; but, a cross-cut coming into a slide, it was considered an unfavourable indication, and the undertaking was abandoned. The present company have cleared up most of the old workings, and discovered about 15,000l. worth of lead in a few months, with some ends yielding three to four tons per fathom.

In Scotland, in the county of Kirkcubright, some most extensive mines, both lead and copper, are about to be worked by a Cornish company, whilst also several companies are in course of formation for working mines in South Australia, where rich ore, yielding 25 per cent. for copper, is found in large quantities near the surface—and, therefore, as the projectors imagine, fortunes are to be made at once; but, we apprehend, the very fact of the ore being found so shallow, is the most unfavourable circumstance possible, inasmuch as copper, when so procured, seldom or never holds to any great depth. Cornishmen, we think, need not be under any apprehension that the copper market will be much affected by the supply from the South Australian mines.

**MINING IN SPAIN.**—In addition to the many mining undertakings in this country already now afloat, a new company, under the auspices of Baron Morat—a gentleman already well known in the Asturias for his mining enterprises there—are about to work the tin lodes of Galicia. Some old workings have been discovered, which were commenced at a distant period, probably when the Romans were in possession of the island; as we have no records of the Moors having ever worked tin, they must be assigned to the antecedent era. They possess, in addition to these, several new concessions, which are all in the granite formation; the company propose styling themselves the Anglo-Galician; it may be considered virgin ground. We are not aware what the prospects of the promoters may be; but, from undoubted information, we believe the lodes present such appearances as fully warrant a trial.

**SHOCKING RECKLESSNESS.**—At the British Association, Prof. Faraday related a remarkable instance of that recklessness among miners which is so fruitful a cause of accidents. During his inspection of the Haswell Colliery, in order to ascertain the causes of the terrible explosion there, he was watching some miners make their preparations for blasting the coal, holding at the time an unprotected candle in his hand; when the boring was completed, he asked the men where the gunpowder was?—on which one of them coolly answered, "You are sitting upon it, Sir!"

\* The Parys Mine, in Anglesea, may, perhaps, be excepted. This, however, might have been more properly called a mountain of copper; it was worked at a trifling expense, the labour chiefly consisting in quarrying an immense mass of ore, which rose to the surface of the ground on the summit of a hill, and laid exposed to the glare of day. The quantity of copper poured into the market by this single mine, during twelve years, from 1775 to 1785, had the effect of lowering the price of that metal throughout Europe, and threatened the ruin of all the poorer mines in this kingdom. After the latter year, the mine showed gradual symptoms of decline, until, in the year 1791, its reduced produce, together with the ruin of several Cornish mines, had the effect of raising the price of copper from 40s. to 90s. per ton, and in 1792 to 100s.; in 1796 it reached 118s., and in 1799, when the Parys Mountain was nearly exhausted, the price of copper rose to 128s. The annual produce of this mine, during its greatest prosperity, averaged 3000 tons of copper.

† It must be understood, that only legitimate mines are here alluded to; there are many brought out for purposes of mere speculation, and which we may refer to hereafter.

## Mining Correspondence.

## ENGLISH MINES.

## WEST CARADON MINING COMPANY.

June 25.—An account held on the mine of profit and loss for March & April:	
Labour cost for two months—March and April	£2419 3 11
Materials	1036 16 3
Lord's dues	373 2 8
Third instalment to John Allen	200 0 0
Dividend paid 1st of May	1600 0 0
Balance 25th June, 1845	2265 13 0—7808 16 0
Received for copper ore	£6001 4 3
Ditto materials sold	69 7 4
Balance of last account	1816 4 3—7886 16 0

At a meeting of the adventurers, held this day, the accounts having been seen and allowed, it was resolved—That a dividend of 6s. 5s. per 1-25th share be now declared, payable at the Devon and Cornwall Bank, Liskeard.

## TOKENBURY MINING COMPANY.

June 26.—Lode A, the most southerly yet discovered, has been driven on eleven fathoms west of the cross-course, at the deep adit level, and shows in some places good spots of yellow ore; it is from three to six feet wide, and composed principally of mundic and spar; it has granite to the south, and kills to the north, but is expected shortly to be wholly in granite. D engine-shaft, since last meeting, has been cased and divided, platt cut, and about two fathoms driven west on D lode, which is two feet wide, consisting of peach, mundic, &c., and some spots of copper ore. A cross-cut is to be commenced towards E lode. Two men are employed driving the deep adit level south of A lode, on the cross-course, into untried ground. The twenty-two fathom level, on E 3 lode, is extended thirty-five fathoms west of Crouch's shaft; the lode varies from one and a half to three feet big, and consists of mundic, peach, &c., and occasionally good stones of ore. The forty-two fathom level, on E 3, is driven only five fathoms, not yet far enough from the cross-course to know much of the character of the lode. Crouch's engine-shaft is sunk about six fathoms under the forty-two fathom level; the lode is two and a half feet big, of saving work, and having a very promising appearance.

At a meeting of the adventurers, held this day, the accounts having been seen and allowed, it was resolved—That a call of 5s. per 1-128th share be now made, to be paid immediately at the Devon and Cornwall Bank, Liskeard.

## YEOLAND CONSOLS MINING COMPANY.

June 26.—Croker's engine-shaft is down fifty fathoms from surface, and thirty-two under the deep adit, and has intersected the western heave of G lode; this is confused near the cross-course, but is twenty-fives wide, of peach, mundic, &c., and spots of black and yellow ore; we shall soon drive on the lode, as well as continue sinking. The adit level has been driven from G lode about seventy-eight fathoms north towards Cock's lode, the boundary of the consolidated ground, and which lode will be reached by driving 8 fms. more, provided its course be parallel to that of G lode; the pressure-engine works very well.

## SOUTH YEOLAND MINING COMPANY.

June 26.—At a meeting of the adventurers, held this day, the accounts having been seen and allowed, it was resolved—That a call of 1s. per 1-128th share be now made, to be paid immediately at the Devon and Cornwall Bank, Liskeard.

## WHEAL SISTERS MINING COMPANY.

June 26.—The flat-rod shaft is sunk five fathoms under the thirty-one fathom level, and is likely to be down the ten fathoms within a month. The thirty-one fathom level has been driven about twenty fathoms through ore ground, producing, on an average, three tons per fathom; there is a course of ore now in the end fifteen inches wide, and the remainder of the lode (it is above three feet in width altogether) is also productive of ore. We expect to sample about 100 tons of ore the week after next—seventy tons of good, and thirty inferior. We consider we are at present more than paying costs. The thirty-one fathom level has been driven east thirteen fathoms; lode three to four feet wide, of peach, mundic, and quartz, spotted with ore—a very kindly lode. The winze on the north lode is down within one fathom of the forty; the lode three to four feet wide, containing some ore: on sinking this fathom, we shall drive east towards the ore ground discovered in the twenty. In the slope in the back of the thirty-one the course of ore is two feet wide for six fathoms long—the lode, altogether, six feet wide.

At a meeting of the adventurers, held this day, the accounts having been seen and allowed, it was resolved—That the mine be in future divided into 256 shares, and that a call of 2s. per 1-256th share be now made, payable immediately at the Devon and Cornwall Bank, Liskeard.

## HANSON MINING COMPANY.

July 7.—We set our engine to work at Treza on the 26th ult., and forked the water on the 27th; the engine answers well. Our sunpump are now employed in cutting down Stainsby's engine-shaft, now under the adit five fathoms, in which shaft the lode is eighteen inches wide, with stones of ore of a good quality. At Hanson, in the fifty-four fathom level, west of engine-shaft, the lode is twelve inches wide, with some ore. In the forty-four fathom level, east of engine-shaft, the lode is six inches wide. The Garden shaft is holed to the forty-four fathom level, and the flat-rods turned idle. In the thirty-one fathom level, east of Garden shaft, the lode is small.

Z. WILLIAMS.

## CORNUBIAN MINING COMPANY.

July 7.—At the eighty-six fathom level, going west of Murray's engine-shaft, Chiverton lode continues to be worth about one ton of ore per fathom. On Saturday last we set three pitches in the back of that level, employing eighteen men, on an average tribute of 2s. 13s. 4d. per ton; being one-sixth part, according to the price of our last sale; these pitches are still looking well. The eastern end (eighty-six) is without alteration—lode about eighteen inches wide, yielding stones of lead. The north lode, working at the 70 and 78 fms. levels, on tribute, is not looking so encouraging.

R. ROWE.

## CONSOLIDATED TRETOIL MINING COMPANY.

July 7.—The lode in Henwood's shaft, sinking under the sixty fathom level, is twenty inches wide, producing some good ore; we expect to be down to the seventy by the end of this week. We have suspended the sixty fathom level west until a rise be holed, which will ventilate the end, and open ground for tribute; the lode in the rise is one foot wide, opening tribute ground. We have suspended the thirty fathom level east, and are rising from the forty to that level, which will also open ground for tribute, and ventilate the thirty fathom level. Since our report of the 23d ult., we have intersected a lode in the cross-cut south at the fifty fathom level, which is underlying south, and about nine inches wide, producing a small quantity of ore; we think it is John's lode, because Tregellas and the Mine-park lodes underlie north, and are much larger; we cannot drive on it at present, neither continue the cross-cut, having commenced a rise against new engine-shaft.

H. WILLIAMS.

## TINCROFT MINING COMPANY.

July 7.—We have now three feet more to sink the new engine-shaft to get to the ninety fathom level, which will occupy little more than a week. The lode in the eighty fathom level east is two feet wide, worth 6s. per fathom; the lode in the west end, same level, is three feet wide, worth 8s. per fathom, and very promising. The lode in the seventy east is two and a half feet wide, worth 36s. per fathom; the seventy west is worth 8s. per fathom. The lode in the sixty east is three feet wide, yielding good work for tin, with some copper ore—a very promising level; the lode in the west end, same level, is twenty inches wide, producing but a small quantity of copper ore, and kindly. We are raising in the back of the fifty east, against a winze from the forty—in both end and winze we have a kindly lode for tin. All the ground we are opening in the eastern part of the mine will work either for tin or copper ore; the upper levels are best for tin, and as we sink we lose the tin and get into copper. Willoughby's shaft is now communicated to the seventy fathom level, sunk on the course of the lode from surface to that depth; we now intend to fix rail-roads in this shaft, to expedite the discharge of stuff by a waggon, with a guide to prevent it getting off the road. The fifty west is just passing through a cross-course; the lode is heaved a little to the north. The winzes sinking under the different levels are producing fair quality work for copper ore. At Palmer's, we are making preparations for fixing new lift to bottom. The sixty fathom level west, on East Pool lode, is very much improved, now worth about 15s. per fathom; the sixty west, on south lode, is producing some ore, and kindly. The forty-eight west, on south lode, is worth about 5s. per fathom. In the south mine, the 110 east is producing good work for tin; as is also the winze sinking on it from the 100 fathom level. We have now set the 152 east and west, and the 120 east, and shall soon set the 142 east. Our tribute department throughout the mines is looking cheerful, and I am glad to say that our prospects, on the whole, were never better.

W. PAUL.

## TAMAR SILVER-LEAD MINING COMPANY.

July 7.—In the 145 fathom level the lode is one foot wide, composed of capel and mundic, with spots of ore. In the 135 fathom level no lode has been taken down since last report. In the 125 fathom level the lode is four feet wide, composed of capel, and ore, good saving work. In the 115 fathom level the lode is eighteen inches wide, six inches of which is good saving work. In the 105 fathom level the lode is two and a half feet wide, chiefly composed of capel, can, and ore, very good work. In the ninety-five fathom level the lode is fifteen inches wide, six inches of which is saving work. In the eighty-five fathom level the lode is ten inches wide, composed of capel, with stones of ore. In the sixty-five fathom level the lode is one and a half feet wide, saving work. In the fifty-five fathom level the lode is two feet wide, producing a small quantity of ore. I am happy to say our pitches in the bottom levels are improving; we sampled on the 4th instant a parcel of rich silver-lead ore, computed ninety-two tons. At North Tamar the lode in the sixty fathom level is small and poor. In the fifty fathom level the lode is fifteen inches wide, composed of can and ore, saving work. In the forty fathom level, the lode is eighteen inches wide, one foot of which is very good saving work; the two pitches, working in the back of this level by four men, are getting fair wages. At Wheal Hancock the ground in the engine-shaft still continues hard for sinking; the ground in cross-cutting is very much improved in its character, presenting a very congenial appearance for silver-lead ore.

JAMES SPRAGUE.



## HOLMBUSH MINING COMPANY.

July 8.—In the 120 fathom level, west of the cross-cut, the lode is small and poor; in the south cross-cut the ground is favourable for driving; we have during the past week discovered another small branch, containing a little ore; the lode at this level appears to be divided into branches in and about the hard ground. In the 110 fathom level, west of Hitchens's shaft, the lode is eighteen inches wide, and worth 30¢ per fathom; in the slopes in the bottom of this level no lode has been taken down during the past week; in the slopes in the back of ditto, west of Hitchens's winze, the lode is two feet wide, and worth 35¢ per fathom; in the slopes east of ditto the lode is fifteen inches wide, and worth 20¢ per fathom; in the slopes west of the pump winze the lode is sixteen inches wide, and worth 25¢ per fathom; in the slopes east of Lobb's winze the lode is one foot wide, and worth 12¢ per fathom; in the slopes west of Goldworthy's winze the lode is one foot wide, and worth 10¢ per fathom. In the 100 fathom level, west of Hitchens's shaft, we still continue driving in the cross-course, which is turning out some tolerable good work for silver-lead ore; the slope in the back of this level is improved—the lode is two feet wide, and worth 25¢ per fathom. In the ninety fathom level west the lode is small and poor; the slope in the back of this level is at present suspended. In the sixty-two fathom level west the lode is six inches wide, producing good stones of ore. In Bray's shaft, the water having increased, we have discontinued its sinking, and have set to rise against it. The engineers have commenced putting the engine together, and are now heaving up the wall plate, after which the bob and other heavy parts will be put in as fast as possible; we expect to stop the old engine for changing the pitwork immediately after our next sampling. It will require about two months for taking up the old work, and fixing the new; we hope during this time to be enabled to keep the water from rising above the 100 fathom level. T. RICHARDS.

## UNITED HILLS MINING COMPANY.

July 8.—In Williams's shaft the ground continues hard for sinking. In the eighty fathom level, east end, the lode is four and a half feet wide, ore of average quality; west the lode is three and a half feet wide, producing but little ore. In the seventy fathom level east the lode is three and a half feet wide, twenty inches ore of fair quality; west the lode is three and a half feet wide, eighteen inches ore of average quality; in the winze the lode is six feet wide, producing ore throughout of fair quality. In the diagonal shaft the lode is three feet wide, producing good stones of ore. In the sixty fathom level east the lode is three feet wide, one foot on the north part good ore; west of James's shaft the lode is three feet wide, ore throughout; east of Harper's winze the lode is two and a half feet wide, one foot on the north part good ore; in James's shaft the lode is four feet wide, poor. In the fifty fathom level no alteration. In the thirty fathom level the lode is two feet wide, producing a small quantity of ore. In the ten fathom level the lode is one foot wide, producing stones of ore, but not rich. At Wheel Sparrow, in the fifty fathom level, eastern end, the lode is two feet wide, one foot on the north part producing ore; west the lode is two feet wide, composed of spar, mndic, and stones of ore, looking promising; on Stacey's lode no alteration for the better since last week. In the forty fathom level east the lode is two and a half feet wide, two feet on the north part producing ore of fair quality; west the lode is eighteen inches wide, still poor. In the thirty fathom level the lode is 18 in. wide, coarse in quality. T. TREVENEN. R. WILLIAMS.

## LEWIS MINING COMPANY.

July 5.—We are still continuing to sink Kuskey's engine-shaft under the thirty-two fathom level; the branch in the shaft is one foot wide, with good spots of yellow ore. Kuskey's lode, in the thirty-two fathom level west, is nine inches wide, producing some tin. At the twenty fathom level west the lode is fourteen inches wide, with occasional stones of tin and spots of grey ore. We have commenced sinking the Flat-rod shaft, on Wheel Providence lode, under the twenty-one fathom level—lode one foot wide, yielding some tin. At Wheel Nutt we are still continuing to sink under the thirty fathom level—ground favourable; the lode is two feet wide, yielding some tin. The lode in the thirty fathom level west is eighteen inches wide—saying work for tin. In the cross-cut, at the thirty fathom level east, we have cut a branch five inches wide—good work for tin—underlying towards the lode in the engine-shaft. The lode in the twenty fathom level east is four feet wide, producing some good spots of ore and tin; ditto west is two and a half feet wide, with some good spots of black ore. S. NOEL. P. EDDY.

## WEST WHEEL JEWEL MINING ASSOCIATION.

July 7.—The ground in Buckingham's engine-shaft, sinking below the 100, is much the same as when last reported—sunk last month, 1 fm. 1 ft. The 100 fathom level east, on Wheel Jewel lode, is worth 10¢ per fathom; we have intersected the little cross-course here in the past week, and are now driving south to see the lode on the east side of it—driven, 2 fms. 3 ft.; in the 100 west, on ditto, the lode is small and unproductive—driven, 1 fm. 2 ft. In the eighty-five east, on ditto, the lode is in a disordered state—driven, 2 fms. 2 ft. 6 in.; in the eighty-five west, on ditto, the lode has been disordered by a cross branch; worth 6¢ per fathom; there is a large stream of water proceeding from this level, and the general appearance of the lode is most promising—driven, 2 fms. 2 ft. 6 in. In the seventy fathom level west, on ditto, the lode is fifteen inches wide, containing stones of ore—driven, 1 fm. 5 ft. In the eighty-five west, on the new south lode, the lode is nine inches wide, composed of gossan and spar—driven, 1 fm. 2 ft.; in the eighty-five cross-cut north the ground is a little harder for driving than when last reported—driven, 2 fms. 4 ft. 6 in. The winze sinking below the forty-two, on Buckingham's lode, is worth 3¢ per fm.—sunk, 2 fms.; ditto, driving east on the same lode (forty-two fathom), is driven, 1 fm. In the thirty east, on Morcom's lode, the lode is two and a half feet wide, composed of spar, peach, and spots of ore—driven, 2 fms. 1 ft.; in the thirty west, on Tolcane tin lode, the lode is three feet wide, unproductive—driven, 1 fm. 4 ft. In Wilkinson's engine-shaft, sinking below the fifteen fathom level, the lode is two and a half feet wide, containing stones of ore—sunk, 1 fm. 2 ft. 6 in. In the deep adit west, on ditto, the lode is large, but unproductive—driven, 1 fm. 4 ft. 6 in. S. LEAN. R. JOHNS.

## CALLINGTON MINING COMPANY.

July 7.—In the 100 fathom level, driving north of Johnson's engine-shaft, the lode is worth 10¢ per fathom; in the south end the lode has not been taken down. In the ninety fathom level north we are opening tribute ground; driving south the lode is worth 3¢ per fathom; no lode taken down in the winze sinking below this level. In the eighty fathom level north the lode has not been taken down since last report. In the seventy fathom level, driving south, we have a small branch of silver-lead ore. At the north mine, in the ninety fathom level, driving south, the lode is improving; the backs we are leaving will pay at a moderate tribute. In the eighty fathom level the lode is one foot big, intermixed with silver-lead ore. In the seventy fathom level the lode is eighteen inches big, and worth 4¢ per fm. In the 30 fm. level the lode is producing silver-lead ore; in the cross cut, driving towards the count-house shaft, at the last-mentioned level, the ground is hard. J. T. PHILLIPS.

## GREAT WHEEL MARTHA CONSOLIDATED MINES.

July 7.—The lode in the old engine-shaft, sinking in favourable ground below the eighty fathom level, is five feet wide, consisting of chlorite and quartz, containing much mndic, spotted with yellow copper ore. We have found the lode greatly altered in the last six feet sinking, as also the rock on which its rests—the latter being decomposed; the price for sinking is, consequently, reduced from 20¢ to 12¢ per fathom. Although the lode in the forty fathom level west continues large, and contains a little ore, it is still in disordered ground. No alteration having taken place in the appearances of the lode in the sixty fathom level end, we have suspended operations here. The lode in the deep adit, mentioned in Capt. Prince's letter to you last week, is cut through; it is about three feet wide, containing the usual ingredients peculiar to this lode. The rock, however, on both sides of it is much more strongly mineralised than it is in the western high ground. At the new mine the lode in the ten fathom level east is six feet wide, consisting of quartz, mndic, and good stones of ore; the strata, contiguous to the lode, is decomposed, and is favourable to the production of minerals; the lode in the west end of this level is four feet wide, composed of quartz, mndic, and copper, a productive and promising end; about ten fathoms west of the point of this level, an adit was driven north for the purpose of cutting the lode, the object of which, however, was not accomplished. We recommenced driving this level to communicate with the new engine-shaft; and we have, consequently, named it the new engine-shaft adit. In driving it about six feet the lode was discovered, which we have subsequently cut through, and have commenced sinking a winze in it to communicate with the ten fathom level, when it shall have been brought in a line with it; we found this indispensable in consequence of a deficiency of air. The lode in this winze is four feet wide, and is composed of a most favourable gossan, containing large fragments of black oxide of copper and copper pyrites of a very promising description. Mr. Thomas and Mr. Johnson, in company with us, have inspected this to-day, and have taken stones of the ore, explored by themselves, for your inspection. JOHN PRINCE. THOMAS PENALUNA.

## TRELEIGH CONSOLS MINING COMPANY.

July 5.—In Christie shaft, below the eighty, we have completed the pitwork, and are now in course of sinking; in the pump winze below the eighty the lode is three feet wide, worth 30¢ per fathom. In Garden's shaft, below the seventy, sinking in the country, the ground is looking favourable for mineral. In the seventy, west of Good Fortune, the lode is looking favourable for mineral. In the seventy, east of ditto, the lode is two feet wide, with stones of ore, and looking kindly; in the seventy, east of ditto, the lode is eighteen inches wide, but little ore. In the sixty, west of ditto, the lode is three feet wide, worth 6¢ per fathom; in the winze below the sixty west but little has been done; the men employed at capstan, drawing up materials at Christie's shaft. In the fifty, west of Symon's, the lode is two feet wide, worth 8¢ per fathom; in the winze below the fifty no lode taken down—this is sinking on the sixty end west; in the fifty cross-cut north the ground is a little more favourable. In the thirty-four, west of ditto; the lode is fifteen inches wide, with stones of ore. In the rise above the twenty the lode is two feet wide, but little mineral. In the rise above the twenty in a day or two, when it will be set on tribute. The bottoms, east of the eighty, are looking well, and the men now constant at work. WILLIAM SYMON.

## GONAMENA MINING COMPANY.

At a meeting of the adventurers, held on the 25th ult., the accounts having been seen and allowed, it was resolved—That a call of 3¢ per 1-25th share be now made, to be paid immediately at the Devon and Cornwall Bank, Liskeard.

## SILVER VALLEY MINING COMPANY.

July 7.—I beg to say that we are now clearing out the old balance-bob bed, as stated last week, and shall be in order for the masons to commence building the new bed of masonry at the beginning of next week. The carpenters are getting on as fast as possible in preparing the work for the engine-house, whims, capstans, shears, &c., and the smiths are getting on well with the ironwork for the same; part will be erected fit for work in a few days. S. RICHARDS.

## COOK'S KITCHEN MINE.

July 5.—At North Tincroft, in the seventy fathom level east, we have not taken down any of the lode since our last, but are driving on the south part of it, where the ground is easy; our object is to communicate with the eastern shaft as soon as possible, for the sake of ventilation, and also for laying open tribute ground. We have about thirteen fathoms more to drive to accomplish this object. Ditto west, at the same level, the lode is three feet wide, and looking promising. Eudey's lode, in the ninety-two fathom level, is three feet wide, unproductive at present. Chapple's lode, in the 170 west, is four feet wide, and worth 10¢ per fathom. The pitch east of the cross-cut, at the 160, is still looking well, and the tributaries likely to get good wages at 3s. in the 17. In the rise in the back of the 160, west of the cross-cut, the part of the lode which we are carrying is four feet wide, and worth 16¢ per fathom. We have been sinking the winze under the 148, on the flooken part of the lode, where the ground is easy; we have about five fathoms more to sink to communicate with the rise in the back of the 160. The lode in the 140 east is four feet wide, and worth 5¢ per fathom. We have cut Dunkin's lode at the 160, west of the little cross-course, but not having yet opened on it, cannot ascertain its value. We have yet no lode in the cross-cut south from Rogers's shaft, at the twenty-nine fathom level; the ground is much the same as when I wrote last. A. EDEY.

## BEDFORD UNITED MINING COMPANY.

July 7.—At Wheel Marquis the engine-shaft is 1 fm. 4 ft. 6 in. below the seventy fathom level. There has been no lode taken down in the seventy fathom level east since last report. In the fifty-eight fathom level east the lode is two feet wide, composed of spar, mndic, and ore. The forty-seven fathom level west is suspended for the present; the men in the deep adit level are now employed rising in the back thereof. The lode in the winze, in the fifty-eight fathom level, is still worth 16¢ per fathom; this winze is suspended on account of quick water. At Ding-Dong the lode in Thomas's engine-shaft—now 7 fms. 2 ft. 6 in. below the twelve fathom level—is two and a half feet wide, and worth 20¢ per fathom. At Wheel Tavistock the lode in Phillips's engine-shaft, and in the twenty-five fathom level west, is two and a half feet wide, composed of gossan, spar, and copper ore; saving work—a very kind lode. J. PHILLIPS.

## FOREIGN MINES.

## UNITED MEXICAN MINING ASSOCIATION.

Guanaxuato, May 26.—*Mine of Rayas*.—The balance-sheet of two tortas, reduced by the association in the last month of April, for account of the owners of nine bars in Rayas, shows the trifling surplus of \$228 4 3, and that the mine debt of the said nine bars, on the 30th ult., was \$202,009 5 4; to which add the amount due by the owners of fifteen bars, \$507,612 6 6—leaves the debt to date at \$709,622 4 2. The general appearances, as also actual returns, of the mine are more favourable within the last four weeks than at the date of the advices by last mail, inasmuch as the ores produced by the workings carried on for account of the mine, show an increase of 182 cargass—while, on the other hand, the excess of outlay has decreased by \$2024 6 1, by reason of an increase in the half sales on joint account with buscones of \$2574 1 0, as will be seen by referring to the following comparative statement between the two last periods of four weeks each:—

4 wks. end.	Picked ores.	amt. sales.	Outlay.	Excess of Outlay.
April 19.—Cs. 1501 10.....	\$11,402 6 4.....	\$15,441 1 7.....	\$4028 3 3	
May 17. " 1653 10.....	13,976 7 4.....	15,990 4 6.....	2013 5 2	
Cs. 152 0	\$2574 1 0	\$549 2 7	\$2024 6 1	
Increase.	Increase.	Increase.	Decrease.	

There are still four works of investigation, or new research, prosecuted with all possible activity, and should the most important one—the end of Santa Cecilia, driving towards, and under, the old workings of San Miguel—cut the vein under tolerably favourable circumstances, a comparatively new and lasting existence will be thereby given to the mine, inasmuch as there will be a vast extent of virgin ground to be worked out, and at considerable less outlay than the other portions of the vein. The progress now made in this end, is, however, rather slow, owing to the hardness of the rock, but this drawback will be partially removed ere long, judging from the nature of the above ground.

Quicksilver.—I have to acknowledge the receipt of invoice of eighty bottles, shipped by the *Medway*, amounting to 1322 1s. 3d., as also to note, that a similar quantity had been purchased for shipment by the steamer *Dee*, the packet of last month. J. N. SHOOTER.

Note.—The \$20,000 advised in Mr. Glennie's letter of the 25th April last have arrived, and a bill of exchange for 1500£, at sixty days' sight, has also been received.—London, July 4. JOHN MATTHEW, Sec.

## ANGLO-MEXICAN MINING COMPANY.

Guanaxuato, May 24.—*Asuncion*.—My letter of the 23d ult. will have informed you of the continued unsatisfactory state of this mine, and of my having consented to a short further trial of it by buscones previously to suspending operations—the following is the extraordinary result for the last four weeks:

April 26—Memoria.	\$477 5 10—Sale.	\$3758 4 0—Mine profit.	\$1401 4 1
May 3—	363 7 3—	4845 2 0—	2069 7 9
10—	713 7 3—	6371 4 0—	2471 6 9
17—	603 4 3—	5940 4 0—	2366 5 9

Being a total profit of ..... \$3310 0 4

Such an occurrence as this occurring in the midst of heavy and long continued weekly losses, and brought about solely and simply by a change in the system of working, must naturally surprise you, as it has done both Mr. Parkman and myself. It is, however, wholly unconnected with any circumstance of sufficient promise to encourage the hope of future benefit; the only really valuable portions of the ore sold, have been the produce of narrow threads, which, perhaps, only buscones could work to advantage, and up to the present time not one new point has been discovered by them, from whence it would be desirable to commence a work of speculation. The general character and prospects of the mine are, therefore, unchanged; and, as regards these weekly sales, Mr. Parkman states, in his report for last week, that, although he does not doubt keeping them up to an amount sufficient to leave small profits, there is, in his opinion, no probability of a continuance of such as we have had during the past four weeks.

Haciendas.—San Matias was given back to its owners at the termination of its lease, and, as we have no maquila, or prospect of getting any, for Escalera, I have determined upon giving up this hacienda also at the end of the half-year, so as to save the heavy rent of \$3060 per annum now paying for it. The small balance still owing to the company on the repairs account will be paid by the owners out of the future rent of the hacienda, in the same proportion as hitherto. The company will still possess Pastita and San Agustin, which may be let, as tenants can be found, so long as they are not wanted for its own use, and should circumstances ever arise to render the acquisition of further hacienda power necessary, there is no doubt it may be obtained at a lower rate than that paid for Escalera. The \$16,000 referred to in Mr. Stanley's letter of April 25, have arrived by the present packet, and he says—"I hope to make a further tolerably large remittance, on account of the extra capital, by the next Tampico conduct."

Sirena.—This mine does not cover expenses under the new arrangement.

## REAL DEL MONTE MINING COMPANY.

Mineral del Monte, May 27.—In the estimate of costs and returns for April, the costs were put down at \$49,900, whereas, it appears by the statement of costs and returns for that month, it amounted to \$56,732, the addition to the estimate having consisted in an increase on the mines' cost (chiefly tutwork) of about \$1500; haciendas, \$3000; general expenses, \$400; and transport service, \$1862. The increase on the haciendas' costs is owing to certain materials used in the beneficio, which more properly belongs to the month of May. The amount charged for the transport was not taken into account in the original estimate; the returns were also less than was calculated on, so that the accounts show a loss of rather more than \$10,000. The weekly rayas for that month amounted to about \$18,000, English salaries to \$5000, and stores to \$5500—making a total of mine costs to amount to about \$28,500; the general expenses, charges on produce, alimentos, &c., to about \$6000; and the haciendas to \$22,000. For the month of May there will also be a less favourable result than that put down in the estimate, owing to the same cause which produced the loss in April—viz., an unusual scarcity of smelting ore; the rayas, however, for the last few weeks have been very easy, but as I do not expect the returns will exceed forty-one or forty-two bars, I fear the loss will not be less than that of April—viz., \$10,000. The quantity of ore raised during the present month is shown in the following statement:—

Week ending May 3	Azogue.	Smelting.
" 10	805	20
" 17	1107	26
" 24	1202	67
" 31	990	104

and during the present week I expect to send to the hacienda about 120 cargass of smelting ore. A gradual weekly increase will be observed in the above throughout the month, particularly in the last two weeks, and it is hoped we shall be able to continue it throughout June month, but the improvement came too late to afford much assistance in the present month. The present principal point which is yielding the smelting ore is the plan of San Cayetano, situated on the Santa Brigida vein, below San Antonio level, and nearly in a line with San Jose old shaft; this working is now about twelve varas below the level, and the vein seems to improve as the depth increases. Other labores in this

mine are also yielding a good produce of azogue ores, the total of which in the last four weeks was as follows:—

Week ending May 3	Azogue.	Smelting.
" 10	385	—
" 17	648	—
" 24	526	36
" 31	380	71

It will be seen by the foregoing, that in the first two weeks of the month this mine gave no smelting ore whatever, and now it's yielding nearly at the rate of 100 cargass per week, which goes to show the buncy nature of the lode, and the difficulty of making out correct estimates of returns. The new workings below the 137 vara level, east of San Cayetano shaft, called San Enrique and San Pablo, continue to produce good azogue and rich smelting ore. The produce from this place in the last four weeks being as follows:—

Week ending May 3	Azogue.	Smelting.
" 10	412	40
" 17	370	90
" 24	630	96
" 31	520	70

and it is very satisfactory to observe that the ore ground is extending in length, and can be now seen for upwards of thirty-nine varas. The San Juan end has also lately shown symptoms of improvement, and some very fine stones of ore were broken in this place about two days ago. For some time past I have noticed a gradual falling off in the returns from Terreros and the western district from Terreros; during the last four weeks the quantity of azogue ore, including that dressed from the Tepetate, barely amounted, on an average, to 120 cargass per week, and of smelting ore to eight cargass only; it is evident, therefore, we must be sustaining a heavy loss in this district, which must continue while we go on working on the present system. It occurred to me, therefore, that as we could not abandon the drainage of this mine without seriously affecting our future prospects at Dolores and San Cayetano, that we might try the plan frequently adopted in the mines of Guanaxuato and Zacatecas under similar circumstances—viz., of working on the buscone system. I accordingly consulted our own agents, and many others, whose opinions I considered valuable, and finding nearly all unanimous in recommending its adoption, I have agreed to do so. You will perceive by the inclosed advice that the company reserve the right of taking the mine any day whenever it may be deemed their interest to do so, and place it on the same footing as at present. By the introduction of this plan, there will be a great reduction of the raya (perhaps from \$600 to \$700 weekly), and I anticipate an increase in the raisings; it is very probable that many places may be now worked, which did not pay on the old plan of stopping on tutwork; and besides, as the barrateros have now such a large share of the produce, it is probable many will be induced to venture their labours on poor ground, in the hopes of making discoveries. Rosario has lately been producing about 100 cargass of ore per week, containing an average ley of about, according to the mine assays, 11 marcs per monton, but all attempts to estimate the quantity of silver which might reasonably be expected to be extracted from ores of this ley, are vain, owing to the losses in the present process. Referring to the present state of the mine, however, I may state there is a large quantity of ore in sight, containing from 8 mcs. to 12 mcs. per monton, and the lode is everywhere very formal, and promises an abundance of this class, which I hope to be enabled soon to reduce to a profit. I trust from June next to continue making profits, but it should be understood it will depend on the quantity of smelting ore we may be enabled to raise, which, for several months past, have been exceedingly scarce; if, however, the labores of La Luz and San Cayetano continue as at present, there will be no difficulty in the matter. Two of our principal blacksmiths have lately left us, in consequence of having received offers from the El Oro Company of larger salaries than we are paying. I have, therefore, to request you will be pleased to send out one with as little delay as possible; also two carpenters, one for the haciendas (who has also left us), and another for the mines.

Extract from a letter, dated May 29.—"By my letter of the 27th inst., you will perceive that during the months of April and May we have not been able to avoid sustaining losses, although every effort has been used to augment the returns as much as possible; but I have now the great satisfaction of informing you that the bunch of ore lately discovered in La Luz workings is turning out remarkably well. The assays from the labor called San Cayetano for this week are as follow:—

May 24—40 quintals ore—58 mcs. p. monton	May 27—20 quintals ore—11 mcs. p. monton
26—30 " 39 " "	23—12 " 97 " "
15 " 141 " "	50 " 148 " "
30 " 24 " "	35 " 172 " "
39 " 35 " "	30 " 126 " "
27—15 " 161 " "	15 " 211 " "
70 " 143 " "	

There will be sent to the hacienda this week upwards of 150 cargass of the above class of ore. If the bunch continues, we shall soon repay all the back losses; but we know the buncy nature of the vein, and should not allow ourselves to place too much confidence in it. For June month, however, we cannot fail to have a very handsome produce."

## DOLANOS MINING COMPANY.

San Clemente, May 16.—Since my respects of the 16th ult., I am favoured with your secretary's letter of the 1st March.

ZACATECAS DISTRICT.—I inclose the usual monthly accounts, and, as anticipated in my last, you will perceive that the general result of the month is a small loss; and although the present month will again show profit, and probably also the next, our prospects for the future are far from satisfactory.

## Statement of the General Results of the Mines and Haciendas in the Zacatecas District—April, 1845.

Mines.	Profit.	Loss.
San Clemente Mine.....	\$1255 4 0	3568 3 0
San Nicolas Mine.....	—	1284 4 6
Malancho.....	—	1666 4 3
Veta Bella.....	—	1751 6 5
San Rafael.....	—	69 4 2
Loreto.....	—	1061 5 5
Santa Barbara.....	4631 2 5	—
Disputed ground.....	2636 5 5	—
Haciendas.....	\$8523 4 2	\$9402 4 5
Profit.....	—	\$823 4 2
Deficiency.....	—	\$ 879 0 3

SAN CLEMENTE MINE.—The extraction by partido still enables us to cover expenses, but the ley of the ores has further declined; and, it is clear that the more the old levels are worked, and the fillings picked over, the less must our produce continually become, and the lower its quality. No works of discovery now remain in this mine.

SANTA BARBARA MINE.—As advised in my last, the cross-cut of this name has been suspended, and the only work retained in this set is the cross-cut of San Crispin, which has lately cut through another lode, underlying south, with a small thread of bronze in one of its walls, assaying 6 marcs.

SAN NICOLAS MINE.—Partido.—The produce of the buscones has not increased so much as I expected. The reserves of San Francisco and La Luz, which were given to them, being reduced to a mere thread of ore. The produce from the reserves has rather fallen off, although we have as many hands on them as can be placed; these reserves are reduced to the bottom of Santo Tomas level, and the ores are greatly impoverished compared with what they were. The cross-cut of San Abundio has continued without discovery. The west end of Santo Tomas, after driving a long way in borrasca, has lately discovered a narrow vein of good ore, apparently branching away to the north, where it will thus fall into the vein of San Clemente, east and west ends of San Jacobo, or Santo Tomas lode, at the level of San Fernando. These ends have been opened, and are driving in bronze, caldera, and blende, with only occasional specimens of small stones, containing a trace of silver, so that their prospects are very discouraging. Considering the generally unpromising state of our mines, and the necessity of applying our capital only to such objects as appeared most likely to lead to early results, I have suspended the west end of San Mariano and the rise of Esperanza, and substituted for them the above trials on the lode of Santo Tomas, in lieu of those given up in the other mines; I have ordered the sinking of the shaft of San Nicolas to be resumed, to try the lodes of Santo Tomas and San Clemente at 25 varas lower than San Fernando level. You are advised that we have some narrow veins of good ore in the bottom of San Fernando level, which we followed down from La Luz, but which were too poor to continue working by pacadas d'obra; there is, however, a chance of their improving lower down, and the trial cannot be made without sinking the shaft and cross-cutting to the lode, as the water in this spot is rather troublesome.

DISPUTED GROUND.—Four pairs of hands are still maintained in the reserves in the winze of San Abundio, from whence, although the ore is considerably impoverished, we may hope for a moderate supply for a short time still to come. The west end of San Francisco level, after having got into borrasca, has now again a small vein of good ore, though much cannot be expected from it, as the ground in the winze of Santiago, further west, and about the same level, is proved to be worthless. The winze of San Francisco, on the bunch of ore met with in the above level, is sinking for the object of breaking the ore, and communicating hereafter with La Luz level; the ores have continued good, and about one-quarter vara wide, and our wish is that they may be found to belong to the same bunch we are in, in the end of La Luz. The west end of La Luz, after continuing till this week in splendid ore of three-quarters to one vara wide, has suddenly come into slate stone, which has taken the place of the ore, and it is impossible to judge whether it will improve again or not.

MALANCHO MINE.—The west end of Dios nos Guie and the winze of Santiago continue in the same state as reported in my last; the latter still wants two varas sinking to reach the level of San Francisco, when the bargain is to be returned eastward to meet it.

SAN FRANCISCO DE PAULA MINE.—The thread and bunches of ore in this mine have been a little more constant during the past month. The vein of ore in the rise of San Bonifacio has never been lost, but it has narrowed down to three or four inches, and increased in richness. The extraction during the



month amounts to fifty-four casks, and I expect they will be at least 20 mcs. per month. The bargains in the east end of San Bonifacio, the east of the 125 vara level, and the mine of Buen Suceso, all occasionally break into little bunches of the same rich ore, which immediately come to an end, and leave us in borraza; the two bargains to the west are quite unproductive; the six works, driving on the lode in this set, will give it at all events a satisfactory trial, and we must consider it very ill fortune indeed if these fine promises lead to nothing.

**VERA BELLA MINE.**—The four workings on this lode have continued driving through the month without any signs of improvement, not a trace of silver has been found; the cross-cut has been driving, so as to leave no doubt behind.

### THE DYFFYNGWYD MINES.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—Observing a paragraph in your Journal of last week, having reference to the transfer of the Dyffwyngwyd Mine to certain parties, I beg to say that such statement is somewhat premature, inasmuch that no transfer of the property has taken place.—I enclose you my name and address.

Aberystwyth, July 8.

**CONORRE MINES, RATHDRUM.**—We understand this mine has just changed hands, and is about being worked by the new proprietors in a spirited manner.

**GREAT POLGOOTH.**—The first survey at this mine for many years was held on Saturday last, and it with pleasure we learn that the indications are of a promising nature, that several tribute pitches were set, and other bargains made.

**NORTH WHEAL PROVIDENCE MINE.**—(From a Correspondent).—A few months since, a company was formed through the exertions of Mr. J. Harris, of Dubwall, near Liskeard, for working this large mining set, which extends above a mile on the course of many valuable lodes, in the parish of Warleggan. The strata is decomposed granite, and seven lodes are already opened, six of them making copper, whilst tin of an excellent quality is being raised from the seventh, although the deepest shaft in the mine does not exceed fifteen fathoms. This mine was very imperfectly worked to the depth of only about seven or eight fathoms, many scores, or perhaps hundreds, of years ago, and it seems probable that every lode was then abandoned, as soon as copper, in any quantity, made its appearance.

From an estimate furnished to the House of Commons, it appears that there are in the Valley of Erewash, Derbyshire, and its vicinity, 254,000,000 tons of coal in the space of sixty square miles.

**NEW COLLIERY WORKS.**—Operations are about being resumed at Herbert's park Colliery (between Bilton and Darlaston), lately worked by Mr. Taylor; the necessary operations for removing the water accumulated while the pits have been standing have already been commenced.

**NEW WELSH IRON-WORKS.**—The foundations of three furnaces were laid on Saturday last, at the Garth Works of Messrs. Malins and Rawlinson, of the Portcawl Iron and Coal Works.—A new furnace has been recently blown in at the Pontyberon Iron-Works, Carmarthenshire, the property of R. S. P. Martin, Esq., and carried on under the able superintendence of Mr. Rees Davies. We are informed that the iron, which is manufactured by the use of anthracite coal, under Mr. Crane's patent, is of a very superior quality.—*Cambrian.*

### MINE ACCIDENTS.

**East Wheal Rose Mine, Newlyn.**—Two lads (J. T. Keast and J. Beer), through unnecessarily going underground, were killed by inhaling impure air.

**Greenap.**—R. Bawden fell into one of the cisterns at Poldice, and fractured his skull; it is feared, dangerously.

**Wheal Henry.**—J. Bray was killed by a stone falling down the shaft.

**Iron Mine, Llanidloes.**—J. Blight and G. Jones were injured by the premature explosion of a blast.

**Tongue-lane, near Middleton.**—T. Dawson was killed, and N. Wood severely affected, by the effects of foul air, while engaged sinking a new coal pit.

**Ronley Regis.**—J. Slater was killed by an explosion of fire damp.

**Tredgar Iron-Works.**—T. Bryan was crushed by a fall of coal.

**Bury.**—M. Mills (ten years old) was killed by a fall of coal, while hooking a tub at the bottom of Knowles and Co.'s coal-pit, Green-lane, Radcliffe.

### PROCEEDINGS OF THE COLLIERS OF NORTHUMBERLAND AND DURHAM.

The Miners' Association have held their annual conference, during the past week, at Mr. Jude's house, Newcastle, and meetings of the men attached to the various collieries have been held at Sheriff Hill, *Galloway Hill*, and *Botany Bay* (rather ominous names) for the purpose of giving the men an opportunity of being addressed by the several delegates. If we may judge from the numbers present, we should say that the colliers are nothing like so sanguine as during the last strike; in no case was there more than 150 present, and their conduct was by no means enthusiastic; the general tendency of the speeches was recommending another strike, and promises of better support, out of a general fund raised by the trades of the kingdom, than they before received. The meeting at Sheriff Hill, a little south of Gateshead, was, perhaps, the most worthy of notice, but may be taken as a sample of the whole; it was addressed by Messrs. Embleton, Price, and Holgate, who strenuously urged the men to awake out of their sleep, for, through their apathy, the masters were again beginning to crush them, and, if they continued thus with their hands folded, starvation stared them in the face; they described the working of a new association, about being formed, which was as follows: the object being for all trades in the kingdom to subscribe to a fund for the support of a strike in any one branch, if, on inquiry, a just cause for such strike was found. Suppose two millions of workmen belonged and paid to "the Consolidated Union of Trades in Great Britain and Ireland," one penny per week each, the sum per week would amount to 8333*l.*, and allowing the number of miners in Durham to amount to 8000, there would be 20s. per man per week, or 10s., supposing the number doubled, and what number of employers, they asked, could stand against such a combination. No collier, however, could be a member of this association who was not a member of the Miners' Union. They strongly urged them to join that union again, without delay. A show of hands was taken, to show the feeling for, or against, the union, which was quite general in its favour; the consent of the meeting was also sent to the conference, for a general meeting on Shadon's Hill, or the Town Moor.

**UNION BANK OF LONDON.**—The sixth annual meeting of the proprietors was held at the bank, in Princes-street, on Wednesday last, Sir Peter LAURIE in the chair, when the report stated, that the prosperity of the bank, and its increased operations, had amply realised the anticipations of the directors, and that the current and deposit accounts had increased upwards of one million sterling in the past two years. The payment of all charges and interest amounted to 26,000*l.* 9s. 6d.; the unappropriated profit was 36,419*l.* 15s. 7d., which, after payment of a dividend of 5 per cent. per annum, would enable the directors to add 7485*l.* 12s. 2d. to the reserve fund—making it 20,000*l.*, and leave a surplus profit of 7289*l.* 3s. 5d. The preliminary expenses were also reduced to 13,000*l.* The state and prospects of this bank gave great satisfaction to the numerous proprietors present, and the report was unanimously adopted.

**COLONIAL BANK.**—The fifteenth half-yearly general meeting of the proprietors took place at the London Tavern, on Tuesday last, when, from the report presented, it appeared that, although there was a surplus of 976*l.* 12s. 8d., it was necessary for the company to abstain from a dividend, that the amount might be carried to the credit of bad and doubtful debts, by which the balance would be reduced to 66,406*l.* 6s. 10d. It was stated in the report that, during the past year, the business of the bank had been steadily improving, and there was now ground for hope that, with a little more forbearance, they should surmount the effects of those adverse circumstances under which the company had laboured from its commencement. Some dissatisfaction was evinced at no dividend being recommended, but eventually the report was adopted.

### COAL MARKET, LONDON.

**MONDAY.**—Price of coals per ton at the close of the market:—Carr's Hartley 15—Chester Main 14—Hastings Hartley 14—Hollywell Main 14—Nelson's West Hartley 15—New Tanfield 13—6—Original Tanfield 13—6—Ord's Redhough 13—Ravenworth West Hartley 14—6—Tanfield Moor 15—9—West Wylam 14—9—Wall's End Hill 14—Killingworth 14—Riddell's 14—3—Eden Main 15—Brady's Hill 16—6—Hutton 16—Lambton 16—Russell's Hill 15—9—Adelaide 16—Barrett 14—9—Seymour Hill 15—3—South Durham 15—Tees 16—6—West Tees 14—3—Derwentwater Hartley 14—Hartley 14—West Hartley 15—Stewart's 16—9—Ships arrived, 75.

**WEDNESDAY.**—Buddle's West Hartley 14—9—Chester Main 14—Hastings Hartley 14—Nelson's West Hartley 15—New Tanfield 13—6—Original Tanfield 13—6—Ord's Redhough 13—Ravenworth West Hartley 14—6—Tanfield Moor 15—9—West Wylam 14—9—Wall's End Hill 14—Killingworth 14—Riddell's 14—3—Eden Main 15—Brady's Hill 16—6—Hutton 16—Lambton 16—Russell's Hill 15—9—Adelaide 16—Barrett 14—9—Seymour Hill 15—3—South Durham 15—Tees 16—6—West Tees 14—3—Derwentwater Hartley 14—Hartley 14—West Hartley 15—Stewart's 16—9—Ships arrived, 75.

**FRIDAY.**—Buddle's West Hartley 15—Davison's West Hartley 15—6—Hastings Hartley 14—Nelson's West Hartley 15—New Tanfield 13—6—Original Tanfield 13—6—Ord's Redhough 13—Ravenworth West Hartley 14—6—Tanfield Moor 15—9—West Wylam 14—9—Wall's End Hill 14—Killingworth 14—Riddell's 14—3—Eden Main 15—Brady's Hill 16—6—Hutton 16—Lambton 16—Russell's Hill 15—9—Adelaide 16—Barrett 14—9—Seymour Hill 15—3—South Durham 15—Tees 16—6—West Tees 14—3—Derwentwater Hartley 14—Hartley 14—West Hartley 15—Stewart's 16—9—Ships arrived, 26.

### MEETINGS OF PUBLIC COMPANIES DURING THE WEEK.

**THURSDAY.**—St. Katharine Docks Company, at Twelve for One—United Service Institution, at Three—Kinnet and Avon Canal Company, at Eleven.

**WEDNESDAY.**—Mutual Life Assurance, at Twelve—British Colonial Bank and Loan Company, at One—Cromford Canal Company, at Twelve.

**THURSDAY.**—London Joint-Stock Bank, at Eleven for Twelve—Edinburgh, Leith, and Granton Railway, at Two—Birmingham and Gloucester Railway, at Twelve.

**FRIDAY.**—Alten Mining Association, at Two.

### THAMES TUNNEL COMPANY.

The number of passengers who passed through the Tunnel in the week ending 3 July 5, was 23,953; a amount of money, 9*l.* 18s. 9d.—(Last year, 202*l.* 13s. 4d.)

## Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday 11.11.1845. Twelve o'clock.	
Consols, Money, —	Spanish, 5 per Cents, 177 1/2
ditto, Account, 99 1/2	ditto, 3 per Cents, 267 1/2
Eschequer Bills, 28 1/2 pm.	ditto, 3 per Cents, 267 1/2
Belgian, 5 per Cents, 99 1/2	ditto, 3 per Cents, 267 1/2
Danish, 3 per Cents, 83 1/2	ditto, 3 per Cents, 267 1/2
Dutch, 2 1/2 per Cents, 62 1/2	ditto, 3 per Cents, 267 1/2
ditto, 4 per Cents, 99 1/2	ditto, 3 per Cents, 267 1/2
Portuguese, Conv., 5 per Cents, 65 1/2	ditto, 3 per Cents, 267 1/2

**LEEDS, THURSDAY.**—What a contrast do the present times display to those which prevailed in the share market in Leeds about nine years ago, when the writer first broke the ice of the market, having then only one competitor; now there are upwards of 100, with a prospect of an increasing number—so that competition will, in all likelihood, produce an altered state of things, as it usually does, in other businesses. The leading event of the week has been the meeting of the West Riding Junction shareholders, at which the chairman of the Manchester and Leeds, and other influential parties, attended. At this meeting, it appears, proposals were made by the Manchester men to amalgamate the stock of the Junction shares stand as one-fifth shares, or 20*l.*, of Manchester and Leeds stock, in the event of the bill passing the next session of Parliament. The policy of this measure is obviously intended to bind more closely the present alliance of the old, with that of the nascent company, and thus prevent any chance of the West York men coming to amicable terms with their neighbours of the West Riding Junction. The prices of both lines have varied considerably during the past few days; the Junctions having run up to 7*l.* yesterday, and the West Yorks to 5*l.* to-day, from 4*l.* and 3*l.* respectively last week. We cannot help thinking that the fate of the Manchester and Leeds stock, in this session will be known in London to-day, and that that fate will be adverse to the promoters of the line, unless something like partiality be shown to them by the committee, and this we are not prepared to expect. The low price of 3*l.*, which these shares fetched to-day (only 1 pm.), shows sufficiently the poor estimation in which they are held by speculators. In the event of this bill being thrown out, the effect upon the prices of Midland stock would be immediately apparent, as well as upon York and North Midland Extensions—the former stand at all but 100*l.*, and the latter at 21*l.*. Singular as it may seem, the prices of Great North of England shares are anything but strong, notwithstanding the bargain made by Mr. Hudson is sure to be confirmed by the Midland proprietors, as it has already been by the proprietors of the Darlington, and of the York and North Midland. The 40*l.* shares are worth buying, as an investment, at present rates, of 62*l.* to 63*l.*, carrying two new 15*l.* shares for every five 40*l.* shares. Manchester and Birmingham remain quite stationary, so do Hull and Selby—the first at 61*l.*, the last at 104*l.*; these stocks would appear to come into the market at stated periods, almost like those things which come when in season, like salmon or oysters, for, at times, one can hardly find a buyer for them, and at other times hardly a seller. Manchester and Leeds are weak at 17*l.*; Brighton strong at 76*l.*; Croydon equally so at 22*l.*; Thirsk are declining 70*l.* to 72*l.* pm.; Dewsbury are brisk at 19*l.*; whilst Goole are running down to 14*l.* to 14*l.* pm.

**HULL, THURSDAY.**—We have had a comparatively quiet week, but the market generally is well supported. West Yorks, West Riding Junctions, and York Extensions, have been in request, and brought higher rates; Hull and Selby halves, too, seem more buoyant.

### COPPER ORES.

Sampled June 25, and Sold at Andrew's Hotel, Redruth, July 10, 1845.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Carn Brea	89	2 1/2 0	Botallack	1	245 0 0
ditto	89	3 15 0	Trenow Consols	74	12 19 0
ditto	78	7 1 6	ditto	54	12 6 0
ditto	70	4 3 6	ditto	15	8 15 0
ditto	65	9 15 6	Fowey Consols	110	6 14 6
ditto	61	8 13 6	ditto	90	7 2 6
ditto	57	4 19 0	Wh. Providence	68	3 17 0
ditto	46	1 13 0	ditto	45	5 10 6
Wh. Prosper	96	4 6 0	ditto	31	10 15 0
ditto	91	2 15 0	ditto	23	2 3 0
ditto	78	5 9 0	ditto	3	21 0 0
ditto	74	5 16 6	Levant	65	6 10 0
ditto	29	2 3 6	ditto	48	8 4 0
Wh. Friendship	45	4 15 6	ditto	47	8 15 0
Wh. G. G.	44	3 19 6	Providence Mines	64	6 16 0
United Hills	40	4 6 0	ditto	15	2 18 0
ditto	40	4 8 0	ditto	15	2 18 0
ditto	24	4 16 0	West Wh. Jewel	82	4 2 6
Wh. Sparrow	46	4 5 6	ditto	52	4 19 0
Par Consols	108	6 8 0	Cook's Kitchen	42	2 19 0
ditto	85	6 18 6	ditto	26	2 9 6
ditto	81	6 18 6	ditto	9	13 2 6
Wheal Buller	87	3 11 6	Wh. St. Andrew	3	3 2 6
ditto	73	2 13 6	ditto	14	9 5 6
ditto	61	5 6 0	Wh. Trenwith	25	7 16 0
ditto	11	6 4 6	ditto	7	29 15 0
Botallack	60	9 7 6	East Wh. Alfred	21	4 8 0
ditto	51	9 19 6	East Crinnis	14	5 16 0
ditto	48	6 13 6	North United Mines	12	7 2 0
ditto	46	2 6 0	Owen Veau	9	2 4 0

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Carn Brea	531	£3118 3 0	Levant	160	£1287 7 0
Wh. Prosper	437	1952 17 0	Providence Mines	141	677 2 0
Wh. Friendship	301	1313 15 0	West Wh. Jewel	134	595 13 0
United Hills	301	1313 15 0	Cook's Kitchen	76	293 5 0
Wh. Sparrow	301	1313 15 0	Wh. St. Andrew	48	117 15 0
Par Consols	253	1627 16 6	Wh. Trenwith	32	403 5 0
Wh. G. G.	253	1627 16 6	East Wh. Alfred	21	92 8 0
Botallack	206	1528 19 6	East Crinnis	14	81 4 0
Trenow Consols	205	1864 15 0	North United Mines	12	85 4 0
Fowey Consols	200	1381 0 0	Owen Veau	9	19 16 0
Wh. Providence	173	965 19 0			

Average standard, 107*l.* 18s.—Average produce, 7*l.*—Average price per ton, 15*l.* 5s. 0d.—Quantity of ore, 4305 tons.—Quantity of fine copper, 250 tons 16 cwt.—Amount of money, 18,254*l.* 5s. 6d.—Average standard of last sale, 111*l.* 19s. 0d.—Average produce ditto, 7*l.*

### COMPANIES BY WHOM THE ORES WERE PURCHASED.

Company.	Tons.	Price.
Mines Royal Company	1544	£1059 2 0
English Copper Company	458	2451 14 6
Freeman and Sons	7412	4463 5 9
Freeman and Co.	3042	2419 8 9
Graveland and Co.	43	21 21 0
Crown Copper Company	75	74 2 0
Sims, Wyllys, Neville, Drace, and Co.	8603	3524 19 3
Williams, Foster, and Co.	2424	2101 0 0

**Copper ores for sale on Thursday next, at Pearce's Hotel, Truro.—Mines and Parcells.**—Wheal Maria 776—Trenow 483—Wheal Lydia and South Trowan 458—West Caradon 397—Follice 369—Wh. Jewel 225—Fowey Consols 200—Holmbush 177—Bedford United Mines 107—Wheal Maiden 78.—Total, 3371 tons.

**Copper ores for sale on Thursday week, at Pearce's Hotel, Truro.—Mines and Parcells.**—United Mines 906—Consolidated Mines 830—South Caradon 412—Perran St. George 256—Par Consols 220—Trenow 483—Wheal Maria 776—Fowey Consols 162—Hallenbeag 151—Wheal Siders 142—Treigle Consols 135—Wheal Ellen 100—Copper House Bag 81—Wheal Anna 64—West Trethellan 47—Williams's East Downs 33—Harvey's Dross 33—Wheal Henry 24.—Total, 3991 tons.

**ATSWANSEA, for sale, July 16.**—Cobre 133—114—105—98—80—45—106—103—90—83—72—67—119—108—107—100—63—116—109—89—59. Cuba 82—80—79—76—65—60—121—105—100—95. Santiago 95—86—79—76—64—57—45—2. Bearhaven 131—98—95—76. Victoria 97—106—40—2. San Jose in Cobre 80—79—44—39. Chilli 106—88. Knockmahon 89—76. Ballymurtagh 90—47—16. Parys Mine 60—53. Llanidloes 101. Tigrany 34—24. Cronbane 16. Connorre 15—13. Cwm Seion 14—Llanidloes 7.—Total, 5683.

### TIN STUFF.

Sold at Wheal Trevelyan Mine, July 3.

800 sacks ————— value £170 9s. 6d.

### LATEST CURRENT PRICES OF METALS.

LONDON, JULY 11, 1845.

Item.	Price.	Item.	Price.
Iron—Barra—Wales—ton	7 15s 0 0	Tin—Com. blocks—cwt.	0 4 10 0
.. .. London	0 8 15 0	.. .. bars	0 4 11 6
Nail rods	0 9 10 0	Refined	0 4 15 0
Hoop (Staf.)	10 0 10 10 0	Straight	0 4 3 0
Sheet	11 10 12 0	.. .. Banca	0 4 5 0
Bar	9 10 10 0	Tin PLATES—Ch. IX, box	1 14 16 0
Scottish, Cly.	0 3 5 0	.. .. IX	2 0 2 0
Russian, CORDON	0 0 0 0	Coke, IX	1 7 1 0
.. .. PSI	15 5 15 10 0	.. .. IX	1 13 1 15 0
.. .. Gouffier	14 5 14 10 0	LEAD—Sheet—ton	20 5 20 10 0
.. .. Archangel	0 0 0 0	.. .. Pig, refined	0 8 21 0 0
Swedish, for arriv.	0 0 11 10 0	.. .. common	19 5 19 10 0
.. .. on the spot	0 0 0 0	.. .. Spanish, in bd.	0 0 0 0
.. .. Steel, fast	16 5 16 10 0	.. .. American	0 0 0 0
.. .. Regas	15 5 15 10 0	SPLITTER (Coke)	24 0 24 5 0
COPPER—Tilf	0 0 87 10 0	ZINC—(Sheet) m export.	0 0 30 0 0
Tough cast	0 0 88 10 0	QUICKSILVER	0 0 0 4 6
Best selected	0 0 91 10 0	REFINED METAL	0 0 7 2 6
Ordinary sheets, lb.	0 0 0 0 0	.. .. Discount 2 1/2 per cent.	0 0 7 2 6
.. .. bottoms	0 0 0 0 11	.. .. Discount 3 1/2 per cent.	0 0 7 2 6
.. .. Discount 2 1/2 per cent.	0 0 7 2 6	.. .. Discount 4 1/2 per cent.	0 0 7 2 6
.. .. Discount 3 1/2 per cent.	0 0 7 2 6	.. .. Discount 5 1/2 per cent.	0 0 7 2 6
.. .. Discount 4 1/2 per cent.	0 0 7 2 6	.. .. Discount 6 1/2 per cent.	0 0 7 2 6
.. .. Discount 5 1/2 per cent.	0 0 7 2 6	.. .. Discount 7 1/2 per cent.	0 0 7 2 6
.. .. Discount 6 1/2 per cent.	0 0 7 2 6	.. .. Discount 8 1/2 per cent.	0 0 7 2 6
.. .. Discount 7 1/2 per cent.	0 0 7 2 6	.. .. Discount 9 1/2 per cent.	0 0 7 2 6
.. .. Discount 8 1/2 per cent.	0 0 7 2 6	.. .. Discount 10 1/2 per cent.	0 0 7 2 6
.. .. Discount 9 1/2 per cent.	0 0 7 2 6	.. .. Discount 11 1/2 per cent.	0 0 7 2 6
.. .. Discount 10 1/2 per cent.	0 0 7 2 6	.. .. Discount 12 1/2 per cent.	0 0 7 2 6
.. .. Discount 11 1/2 per cent.	0 0 7 2 6	.. .. Discount 13 1/2 per cent.	0 0 7 2 6
.. .. Discount 12 1/2 per cent.	0 0 7 2 6	.. .. Discount 14 1/2 per cent.	0 0 7 2 6
.. .. Discount 13 1/2 per cent.	0 0 7 2 6	.. .. Discount 15 1/2 per cent.	0 0 7 2 6
.. .. Discount 14 1/2 per cent.	0 0 7 2 6	.. .. Discount 16 1/2 per cent.	0 0 7 2 6
.. .. Discount 15 1/2 per cent.	0 0 7 2 6	.. .. Discount 17 1/2 per cent.	0 0 7 2 6
.. .. Discount 16 1/2 per cent.	0 0 7 2 6	.. .. Discount 18 1/2 per cent.	0 0 7 2 6



# The Morning Journal.

No. 516.]

ENLARGED SHEET.

[JULY 12.]

## LONDON AND MANCHESTER DIRECT INDEPENDENT RAILWAY (Remington's Line), with a Branch through the Staffordshire Potteries to Crewe.

Provisionally Registered.—Offices of the Company, 29, Moorgate-street, London; High-street, Bedford; and St. Ann's-square, Manchester.  
Capital, £4,000,000, in 160,000 Shares of £25 each.—Deposit, £2 15s. per Share.

ACTIVE COMMITTEES OR MANAGERS.  
(With power to add to the number.)

Colonel Hon. Leicester Stanhope, Ashburnham House, London.  
General Sir John Forster Fitzgerald, Bart., Montague-street, Portman-square.  
Henry Arnold, Esq., Uxolter.  
John Burgess, Esq., Borough-green, of Manchester.  
Jeremiah Clark, Esq., London and Macclesfield.  
Major John T. Croft, Regent-street, London.  
James Edalle, Esq., Upper Bedford-place, London.  
S. Hamer, Esq., the General Post-office, and Southampton-row, Russell-sq., London.  
Sir John Hare, Langham-place, London.  
Richard Hine, Esq., Macclesfield.  
John Holford, Esq., Manchester.  
Lieut.-Col. Hutchinson, B.E., F.R.S., Director of the College of Civil Engineers.  
D. T. Johnson, Esq., Altham, Church-yard, London.  
Richard Johnson, Esq., Moorgate, London.  
John Joseph Keene, Esq., St. John's-wood, London, director of the National Provincial Bank of Ireland.  
William King, Esq., Director of the Freemasons' Life Assurance Company.  
George P. Lavis, Esq., the Grove House, St. Cuthbert's and Caldwell Priory, Bedford.  
James Reade, Esq., Lower Berkeley-street, London.  
Major James Waller, K.H., St. James's-square.  
Henry Warrle, Esq., Macclesfield.

ENGINEERS.—Sir John Rennie, F.R.S.; George Remington, Esq., C.E.  
BANKERS.—London: Messrs. Jones, Lloyd, and Co., Lothbury; Messrs. Barnard, Dymally, and Co., Cornhill; Manchester: Messrs. Jones, Lloyd, and Co., Manchester and Liverpool District Bank, and National Provincial Bank of England; Liverpool, Macclesfield, and Hanley—Manchester and Liverpool District Bank; Bedford, Thomas Barnard, Esq., Messrs. Trapp and Co.

SOLICITORS.—Messrs. Sir George Stephen and Hutchinson, 29, Moorgate-street; John Owens, Esq., 33, Moorgate-street, London; William Rogers, Esq., Bedford; R. H. Wilson, Esq., Molesley-street, R. B. Cobbett, Esq., Marston-street, Manchester.  
SECRETARY.—Henry Williams Matthews, Esq.

LOCAL AGENTS.—Uxolter, William Arnold, Esq.; Macclesfield, Richard E. Hine, Esq.  
The distance of this line, which is under 177 miles, will be accomplished in about three and a half hours, and no exertion will be spared to complete the journey in the shortest possible time.

This line will, therefore, be completely independent of other lines, making, made, or to be made, and the delay and inconvenience attendant on stoppages, the caprices of rival companies, &c., will be thus avoided.

It will be the most direct; the speediest; the most economical.  
And the promoters feel convinced that a calm consideration of the matter on its merits will satisfy all that this original line of an able engineer will be a railway of unequalled public utility, and that, if it will necessarily be an undertaking of magnitude, it is, at the same time, one of large promise, and likely to afford very great remuneration to shareholders.

Applications for shares, prospectuses, &c., to be made at the offices of the Company; or to the Solicitors, and to the following Sharebrokers:—Mr. Chas. Cancellor, Cushman-court; Messrs. Preece and Evans, 8, Cornhill; London; Messrs. Houghland and Leese, Mr. Locke, and Messrs. A. Birchall and Co., Manchester; Mr. Morris Reynolds, Liverpool; Messrs. T. N. Hardwell and Sons, Sheffield; Messrs. Wellbeloved and Oastler, Leeds; Mr. E. A. Arncliffe, Manchester; Messrs. Grayson and Earle, York; Mr. Thomas Boardman, Blackburn; Mr. W. H. Collis, Birmingham; Mr. Francis Stamp, Hall; Mr. L. Weatherburn, Huddersfield; Mr. Wm. Cronheim, Halifax; Mr. Charles Spencer, Nottingham; Mr. Samuel Eyre, Derby; Mr. James Stokes, Cheltenham; Mr. Joseph Clark, Jun., Southampton; Mr. John Thomas Holland, Coventry; Mr. William Mason, Bradford, Yorkshire; Messrs. Payne and Freer, Leicester; Messrs. Tate and Nash, Bristol; Mr. Wm. Miles, Worcester; and Messrs. Reed and Nicholson, Edinburgh.  
Applications for shares may also be made in the usual form, and accompanied by a reference to the solicitors of the company, the sharebrokers, or some other responsible person.

## REMINGTON'S LINE.

## LONDON AND MANCHESTER DIRECT INDEPENDENT RAILWAY, WITH A BRANCH THROUGH THE STAFFORDSHIRE POTTERIES TO CREWE.

—An advertisement, headed "Direct London and Manchester Railway," having appeared during the last month, representing that the names of certain parties signing the same are now being used by the promoters of the "London and Manchester Direct Independent Railway," contrary to their wishes, the provisional directors of this last-named undertaking beg to state most distinctly, that the names of the gentlemen in question are not on their list, having been erased therefrom the very first moment after their desire to withdraw was made known to the provisional committee—with this fact all those parties were perfectly cognizant. The reiterated publication, therefore, of the advertisement in question must be for a purpose different to that avowed, and which proceeding, the provisional directors abstain, for the present, from further remark.

## REMINGTON'S LINE.

## LONDON AND MANCHESTER DIRECT INDEPENDENT RAILWAY, WITH A BRANCH THROUGH THE STAFFORDSHIRE POTTERIES TO CREWE.

—Notice is hereby given, that NO FURTHER APPLICATIONS FOR SHARES will be received after the 26th day of JULY 1846, except from those parties locally interested—applications from whom must be made on or before the 30th inst.

By order, HENRY W. MATTHEWS, Secretary.

## NEWRY, ARMAGH, and LONDONDERRY JUNCTION RAILWAY, from ARMAGH to OMAGH.

(Provisionally Registered, pursuant to 7 and 8 Victoria, cap. 110.)  
Capital, £400,000, in 16,000 Shares of £25 each. Deposit, £1 17s. 6d. per Share.

PROVISIONAL COMMITTEE.

The Right Honourable the Earl of Charlemont, Lord-Lieutenant and Custos Rotundorum of the County of Tyrone.

Lord Clarendon, M.P. for County of Tyrone.

The Viscount Northland, M.P. for County of Tyrone.

Colonel Verner, M.P. for County Armagh, Deputy-Lieutenant County Tyrone.

Colonel Rawdon, M.P. for the City of Armagh.

Sir James Bunbury, Bart., D.L., Augher Castle, County Tyrone.

Charles Powell Leslie, Esq., M.P., Glaslough.

Robert Waring Maxwell, Esq., J.P., and Deputy-Lieutenant, County Tyrone, Killybegs, Clogher.

Samuel Waring, Esq., J.P., D.L., Derrybar House, County Tyrone.

The Rev. Francis Cerevals, J.P., Clogher, County Tyrone.

Charles Fox, Esq., Rutland-square, Dublin, Deputy-Lieutenant of the County Armagh.

W. W. Algoe, Esq., J.P., Armagh.

Colonel Cairnes, K.H., Portlough.

Rowley Miller, Esq., J.P., Moneymore.

Colonel Nicoll, Portlough.

Griffin Curtis Galt, Esq., Coleraine, Rush Railway.

J. Rowley Miller, Esq., J.P., Moneymore.

Edward Moore, Esq., J.P., Bawn, Aughnacloy.

William Paton, Esq., J.P., Armagh.

Lee McKinstry, Esq., J.P., Armagh.

The Rev. P. S. Henry, D.D., Armagh, Commissioner of Education and Charitable Bequests in Ireland.

Thomas Eyre, Esq., J.P., Benburb, County Tyrone.

Hugh Dalzell, Esq., Newry.

Francis Carville, Esq., Newry.

John Hancock, Esq., Newry.

James Fiddes, Esq., Aughnacloy.

John McMorran, Esq., Newry.

Robert M'Blain, Esq., Newry.

George Scott, Esq., Armagh, Director of the Ulster Railway Company.

Adam Armstrong, Esq., Banagher, County Tyrone.

David Ross, Esq., M.D., Warrenpoint.

Morgan W. Jellett, Esq., Clogher.

James M'Leahane, Esq., Clogher.

George Armstrong, Esq., Armagh.

Samuel Gardner, Esq., Armagh.

George Barnes, Esq., Armagh.

Hugh Boyle, Esq., Armagh.

Joseph Matthews, Esq., Armagh.

Richard C. Vogan, Esq., Armagh.

With power to add to their number.

ENGINEER.—Sir John Rennie, F.R.S.

ACTING ENGINEER.—H. L. Lindsay, Esq., C.E.

SOLICITORS.—Messrs. Frazer and Mitchell, and Robert Ross Todd, Newry; John

Smith, Esq., Armagh, and 12, Hardwicke-place, Dublin; Messrs. Ogle and Co., 4, Great Winchester-street, London.

SECRETARIES.—Robert McGill, Esq., Newry; George Cairnes, Esq., Beresford-place, Armagh; John Murray, Esq., 116, Grafton-street, Dublin.

OFFICES OF THE COMPANY.—Newry: Sugar Lane. Armagh: 1, Beresford-place, Dublin: 113, Grafton-street. London: 53, Charing-cross, pro tem.

The proposed railway is intended to connect the assize town of Omagh with the line of Armagh, now the centre of all the railways in the north of Ireland.

The line will commence at Omagh, and passing through or near to Ballygawley, Fina, Clogher, and Augher, Aughnacloy, one of the best market towns in the north; it will form a junction with the Ulster Railway to Belfast, the Inland Line to Dublin, the Newry and Enniskillen, and also the Armagh, Coleraine, and Portlough Railways. At Omagh it will connect itself with the Londonderry and Enniskillen station at that town, and from which two important places will be brought into the most direct communication with all the cities and towns mentioned.

By this line of railway, the inhabitants of the counties of Tyrone, Monaghan, Fermanagh, Derry, and Donegal will be afforded the most direct and expeditious mode of communication to Armagh, Newry, and Belfast; and as the distance between Omagh and Dublin will be by the line twenty miles shorter than that proposed by any other company now projected, the whole goods and passenger traffic from the north-western and north-eastern parts of Ireland in the direction of the metropolis will pass over this railway.

It is almost unnecessary to state that the country to be traversed by this line may, in respect of population, wealth, and enterprise, be put in competition with any other in Ireland.

To those acquainted with the county of Tyrone, and the ordinary course of its trade to Belfast and Newry, it must be obvious that this railway will afford facilities for the transit of goods and passengers, which must be at once a great accommodation to the public and most remunerative to shareholders; while the resources of the adjacent counties and surrounding districts will be most advantageously opened up and developed.

The entire length of the line will be about 35 statute miles, and as there are no engineering difficulties of any importance to be encountered, the cost of construction will be the average; while, from the support which has been rendered by the landed

proprietors along the line, and the spirit with which they have entered into the undertaking, the purchase of the land will be comparatively moderate.

The present traffic has been carefully taken by competent persons, whose returns justify the expectation that the shareholders in the present undertaking will derive at least 8 per cent. interest on their capital for the present, with every prospect of a progressive increase from the improved traffic which railway communication invariably produces.

Every arrangement is in course of preparation for the purpose of bringing this project before parliament during the next session. Power will be taken to allow interest at 4 per cent. per annum on the deposits and calls till the line be opened.

Applications for shares may be made in the usual form, to the solicitors and secretaries, at their respective offices, and to the following brokers:—Messrs. Bruce and Symes, Dublin; A. Montgomery, Esq., Liverpool; Messrs. Munro and Co., 44, George-street, Edinburgh; Messrs. Cardwell and Sons, Manchester; R. P. Clark, Esq., Bristol; James Jamieson, Esq., Leeds; and R. Mortimer, Esq., Throgmorton-street, London.

FORM OF APPLICATION.

To the Provisional Directors of the Newry, Armagh, and Londonderry Junction Railway.

Gentlemen,—I request you to allot me shares of 20s. each in the above undertaking; and I hereby agree to accept the same, or any less number that may be allotted to me, and to pay the deposit thereon, and sign the Parliamentary contract and subscriber's agreement when required.

Name in full .....

Residence .....

Profession or Business .....

Name and Address of Reference .....

Date .....

By order, GEORGE ARDEN, Sec.

## LEICESTER, ASHBY-DE-LA-ZOUCH, BURTON-UPON-TRENT, and STAFFORD JUNCTION RAILWAY.

(Provisionally Registered.)  
Offices 29, Moorgate-street, London.

Capital—£900,000, in 18,000 Shares of £50 each.—Deposit £2 15s. per Share.

The LIST BEING CLOSED, NO FURTHER APPLICATIONS FOR SHARES can be received.

The provisional committee will make the allotment as soon as a proper examination of the letters of application can be effected.

By order, GEORGE ARDEN, Sec.

## TEAN AND DOVE VALLEY, and EASTERN AND WESTERN JUNCTION RAILWAY. (Provisionally Registered.)

Capital £1,500,000, in 72,000 shares of £25 each.—Deposit £1 7s. 6d. per share.

PROVISIONAL COMMITTEE.

The Most Noble the Marquis of Anglesey

The Right Hon. Lord Byron

The Right Hon. Lord Rossmore

The Right Hon. Lord Alfred Paget, M.P.

Sir John Robert Cave Browne Cave, Bart., Stretton Hall, near Atherstone, director of the Derby and Crewe Railway

Edward Sackville Chandos Pole, Esq., Radburn Rectory, Derbyshire

Henry William Des Voeux, Esq., Drakelow Hall, Derbyshire

William Blake, Esq., Dancesbury, Herts

Edward Buller, Esq., M.P., Dillnall Hall, Staffordshire

Court Granville, Esq., Swadincote, Derbyshire

Rev. Reginald Chandos Pole, Radburn Rectory, Derbyshire

Thomas Webb, Esq., Tutbury, Staffordshire

William Thomas Cox, Esq., Spondon, Derbyshire

Thomas Sackville Chandos Pole, Esq., Stanton-by-Dale, Derbyshire

Stanley Pipe Wolferstan, Esq., Stafford, near Tamworth

John Yarde Buller, Esq., 10, New-street, Spring-gardens, London, and Holme Park, Devon

Sir William Magnay, Bart., Alderman, London, director of the Great North and South of France Railway

Sir William Young, Bart., 7, Westbourne-street, Hyde-park Gardens, London, director of the Hon. and Co. Company

Thomas Beer, Esq., Uxbridge House, London

Chas. Dickson Arncliffe, Esq., F.R.S., F.S.A., York-terrace, Regent's-park, and Walney, Lancashire, director of the Great North and South of France Railway

Henry Barton, Esq., Rangemoor, near Burton-upon-Trent, Staffordshire

Robert Burton, Esq., Smallwood Manor, Staffordshire

Henry Mountfort, Esq., Beamhurst Hall, Staffordshire

Herbert Taylor, Esq., M.D., Uxolter

Joseph Bladon, Esq., Old Field House, Uxolter

Thomas Bladon, Esq., Dove Bank, Uxolter

Thomas Earp, Esq., Uxolter

Thomas Cartwright, Esq., Hill Hall, Staffordshire

William John Blake, Esq., 62, Portland-place, London

Thomas Lander, Esq., the Manor House, Burton-upon-Trent

Samuel Walker Cox, Esq., Broadall, Derbyshire

Thomas Fosbrooke Salt, Esq., Burton-upon-Trent

Robert Thornehill, Esq., Burton-upon-Trent

Moses Cartwright, Esq., Stanton House, Derbyshire

Edmund Sharpe, Esq., Swadincote, Derbyshire

Henry Meakin, Esq., Burton-upon-Trent

John Bloor, Esq., Tutbury

John Mussen, Esq., Burton-upon-Trent

Robert Forman, Esq., Abbott's Hill, Derby

John Goodall, Esq., Normanton, Derbyshire

Joseph Nunneley, Esq., Burton-upon-Trent

William Morley, Esq., Derby

John Coke Fowler, Esq., Duffield Bank, Derbyshire

John Hoare, Esq., banker, Hampstead, London

Wm. Sharp, Esq., Linden Hall, Lancashire, director of the North Western Railway

Jonathan Hopkinson, Esq., 55, Chester-square, London

(With power to add to their number.)

ENGINEERS.—J. F. Bateman, Esq.

SOLICITORS.—Messrs. J. and J. Richardson, Burton-upon-Trent; G. H. R. Cox, Esq., Derby

BANKERS.—Messrs. Roberts, Curtis, and Co., London

Messrs. Barnes, Esq., and Co., London

The Commercial Bank of London

The Burton, Uxolter, and Ashburnham Union Bank, Burton and Uxolter

Samuel Smith, Esq., and Co., Derby

The Derby and Derbyshire Banking Company, Derby

Messrs. Fowler and Gaunts, Leek

Messrs. Brocklehurst and Co., Macclesfield

SECRETARY.—(pro tem)—Joseph Richardson, Esq., Burton-upon-Trent.

PROSPECTUS.

The main line of this important undertaking will commence at the abrupt termination of the Macclesfield branch of the Manchester and Birmingham Railway at Macclesfield, and proceed thence in an almost direct line to a point on the Trent Valley Railway near to Atherstone.

It will, therefore, embrace in its course the towns of Leek, Chaddie, Tean, Uxolter, Tutbury, and Burton-upon-Trent, the coal-fields and potteries of Swadincote and Gresley, and the baths and coal-fields of Moira, the whole of which wealthy and important tract of country (with the exception of the town of Burton) is wholly destitute of railway accommodation.

From Tean it is intended to construct a branch through the Staffordshire Potteries by way of Longton, Leek, and Stoke-upon-Trent, and returns under-lyne, to Crewe and Nantwich, uniting at Crewe with the numerous railways entering there, and joining at Nantwich the railway about to be formed by the conversion of the Ellesmere and Chester, and Birmingham and Liverpool Junction Canals. It is also intended to construct a branch from the main line at or near Tutbury to Derby.

Such is the project, comprising the best parts of the old and well-known "Manchester South Union" scheme, which, in the year 1836, elicited from a committee of the House of Commons the most unqualified expressions of approval, and which an inspection of a map of the country will show to be highly desirable—indeed, almost indispensable—for the public interest.

It will open a shorter communication from Manchester, Stockport, and Macclesfield, to London (by Rugby), and from Derby (and the towns northward) to London, than any other line now before the public.

It will unite Manchester with Derby, Nottingham, Leicester, and the whole of the midland and eastern counties.

It will afford to Nottingham, Leicester, Derby, and Burton-upon-Trent, the most direct communication with the Staffordshire Potteries, Crewe, Chester, Lancaster, Liverpool, and the new docks at Birkenhead, as well as with North Wales and Ireland.

By its means the towns of Leek, Chaddie, Tean, Uxolter, Tutbury, and the surrounding country, will receive, for the first time, the benefits of railway communication, and the rich and extensive coal-fields of Biddulph, Poynton, Adlington, Chaddie, Gresley, Swadincote, and Moira, will be opened to the whole kingdom.

The traffic must necessarily be immense, and the returns highly remunerative.

This committee are enabled to bring forward a legitimate and independent undertaking, having due regard to a profitable investment of capital, as well as to the interest and accommodation of the public.

The committee desire to add, that, in presenting, in its present shape, their complete and comprehensive scheme, independently of any other railway not actually formed, or now under the consideration of Parliament, they are not influenced by a wish to supplant other parties who may have a legitimate claim to a portion of the ground they propose to occupy, but simply by a desire to form a shorter communication between the great towns of Lancashire, Cheshire, and Staffordshire, and the metropolis and the Midland and Eastern Counties, and to secure to a great district yet unopened that railway accommodation which its wealth and importance demand, whatever may be the fate of other projects which may have in view the partial or imperfect attainment of somewhat similar objects.

Powers will be taken in the Act to allow interest, at the rate of 4 per cent. per annum, on all deposits and calls until the opening of the line.

Applications for shares may be addressed to the solicitors, or to the following sharebrokers, viz.:—Messrs. Tucker, Barnett, and Co., Messrs. Barry and Co., or Mr. D. B. Major, London; Messrs. Earp and Son, Derby; Messrs. Scoles and Horsfall, Messrs. Fletcher and Sharp, or Mr. John Greaves, Liverpool; Messrs. T. Cardwell and Sons, Manchester; Messrs. Hartley and Ingham, Leeds; Mr. Tatham, Nottingham; Mr. Chas. Townshend, Chester; and Mr. Charles Cooper, Edinburgh.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Tean and Dove Valley and Eastern and Western Junction Railway.

Gentlemen,—I request you to allot me shares in this undertaking, and I agree to accept the same, or any portion thereof, subject to the provisions of the subscribers' agreement; and I further agree to execute the same, and any other agreement or deeds, and to pay the deposit when required.

Dated this .....

Name .....

Place of business (if any) .....

Residence .....

Profession or occupation .....

Reference .....

## METROPOLITAN JUNCTION RAILWAY COMPANY.

—Capital £2,000,000, in 80,000 shares of £25.—Deposit £1 7s. 6d. per share.

Registered Provisionally, in pursuance of the Act 7 and 8 Vic., c. 110.

The object of the company is the formation of railways, in part passing through tunnels, to be made in various parts of the metropolis, for the connection of the several lines of railway in and about the metropolis, and for the establishment of termini in the several principal thoroughfares, under or through which such proposed railways shall pass; and also for the erection of a bridge, for the purpose of connecting such railways with other branch railways to be made on the southern side of the metropolis—thus forming a complete communication between all the metropolitan lines.

Detailed prospectuses, with full particulars of the proposed lines, and a list of the directors and officers, are in the course of preparation, and will be issued in the course of a few days—in the meantime, further information may be obtained, and applications for shares made to Messrs. Stevens and Alexander, architects, Clement's Inn, Strand.—July 11.

## OXFORD, WITNEY, CHELTENHAM, and GLOUCESTER INDEPENDENT RAILWAY.

(Provisionally Registered under 7 and 8 Vic., cap. 110.)

Capital £900,000, in shares of £25 each.—Deposit £1 7s. 6d. per share.

No shareholder to be liable beyond the amount of his subscription.

PROVISIONAL COMMITTEE.

(With power to add to their number.)

Sir Michael H. Hicks Beach, Bart., Williamstrip Park, Gloucestershire

Sir James Duke, M.P., Alderman of the City of London

David R. Ross, Esq., M.P.

Francis Edward Colston, Esq., Fulkin Hall, Oxon, Roundway Park, Devizes, Wilts

J. Raymond Barker, Esq., Fairford Park, Fairford, Gloucestershire

Thomas Denton, Esq., Manor House, Lew, Oxon, Lord of the Manor, J.P.

Rev. Dacres Adams, M.A., Vicar of Bampton, Oxon, chairman of the Board of Guardians, J.P.

Jonathan Hopkinson, Esq., merchant, Fenchurch-street, London

The Rev. Charles Jerram, Rector of Witney, Oxon

John Williams Clinch, Esq., banker, Witney, Oxon

Frederick Whitaker, Esq., Bampton



**ST. LAWRENCE AND ATLANTIC RAILROAD.**

Incorporated by the Parliament of Canada, 8 Victoria, cap. 25.  
Capital £600,000 currency, equal to \$900,000 sterling.  
The premium of Exchange being fixed at 8 per cent., at which rate all dividends will be paid in London.  
12,000 shares, of £50 currency, or £41 13s. 4d. sterling, of which 3000 have been subscribed in Canada.

First instalment £4 per share.  
**PROVISIONAL COMMITTEE IN CANADA.**  
Baron Grant de Longueuil, W. Edmondstone, Esq.  
The Hon. Peter McGill, John Frithingham, Esq.  
The Hon. Geo. Moffatt, M.P.P., A. T. Galt, Esq.  
Major-General T. Evans, Edward Hale, Esq., M.P.P.  
The Hon. A. N. Morin, M.P.P., B. Hart, Esq.  
Samuel Brooks, Esq., M.P.P., William Moison, Esq.  
T. Bouthillier, Esq., Dr. M. Macneiloch  
Major Campbell, 7th Hussars, B. Pomroy, Esq.  
Thomas Cringard, Esq., T. A. Stayer, Esq., Deputy Post-Master General  
George Desbarats, Esq., John Torrance, Esq.  
N. Dumas, Esq.

**PROVISIONAL COMMITTEE IN LONDON.**  
Edward Ellice, jun., Esq., M.P., J. B. Ellice, Esq.  
William Chapman, Esq., Alexander Gillespie, jun., Esq.  
James J. Cummins, Esq., Nathaniel Gould, Esq.  
Robert M. Calmont, Esq.

**BANKERS.** Messrs. Glyn, Harcourt, and Co.  
**SOLICITORS.** Messrs. Bischoff and Cox, 19, Coleman-street.  
**AGENT IN LONDON.** A. T. Galt, Esq.

**TEMPORARY OFFICES.** 19, Coleman-street.

This company is established under an Act of the Parliament of Canada, 8 Vic. c. 25; Royal Assent 17th March, 1845, for the purpose of forming a railroad from the city of Montreal, the capital of that important colony, through the most populous and fertile part of Canada East, via Sherbrooke, in connection with a railroad to be constructed from the city of Portland, on the Atlantic Ocean, and which connects it by an existing railroad with Boston.

This line of railway, while it gives important advantages, not only to the provinces, but to the community at large, at the same time promises a safe and remunerative investment for capital.  
The present communications with Canada are either by the long and uncertain navigation of the River St. Lawrence, entirely obstructed by ice during six months of the year; or, by the tedious land-journey across from New York or Boston, the shorter of which exceeds 330 miles of mixed stage and steam conveyance, and can be used for passengers only; whilst, by the construction of this railroad, an uniform and cheap route from the Atlantic, not exceeding 240 miles in length, will be established, available at all seasons of the year, and forming the connecting link between the Ocean, and the vast chain of Canal and Lake Navigation, westward of Montreal.

By Acts lately passed by the Congress of the United States, British goods are permitted to pass through their territory, under bond, and by treaty the Canadian mail is transmitted from Boston overland to Montreal. Under these arrangements, this railroad will be at once the shortest, easiest, and cheapest communication that can be opened for passengers, as well as for the carriage of the more valuable British manufactures, West India produce, and various foreign goods now imported by the St. Lawrence, or sent in by the long and expensive route from New York to Montreal. To this country, as well as to the numerous emigrants who proceed yearly to Canada, it must be ever an object to have their communications accelerated and improved. This railroad will bring Montreal within a few hours' travel of the excellent and spacious harbours of Portland and Boston, ever open, and only ten or twelve days by steam from Great Britain—avoiding altogether the hazardous navigation of the Gulf and River St. Lawrence.

The Act of Incorporation has already been obtained, whereby all preliminary expenses are ascertained, and on the 15th of the capital required has been subscribed by persons of the first standing, as respects intelligence, influence, and property, in the colony—thus affording the strongest guarantee of the confidence there entertained in the project.

From the point of junction with the railroad to Portland, arrangements are now in progress, giving the assurance that no delay will arise in carrying out the charter granted to parties in the United States, for the construction of that part of the work.  
The whole line has been carefully surveyed by experienced engineers; its practicability fully demonstrated, no tunnelling being required throughout the whole distance, and the cost of construction in the most permanent manner, including purchase of land, and expenses of every other description, it is estimated will not exceed £450,000 sterling; being under £400,000 per mile for 120 miles of single line, being the distance in the province to be constructed by this company. And it may be remarked, that forty miles—of which twenty-two are of a maximum grade of eight feet to the mile—may be in operation by the latter end of next summer, at an estimated cost not exceeding £100,000 sterling, which part adjoins Montreal, and will, it is not doubted, yield a profitable return.

The traffic returns obtained from the colony, deduced from actual sources after the most careful investigation, and framed exclusive of Sunday traffic, on which day it is only proposed that the requisite mail train should travel, show a present expected income of £25,000 currency, equal to £19,845 sterling, when remitted to England—while the expenses of working the railroad, estimated by similar works in the United States, will not exceed £30,000 sterling per annum.

It may, therefore, be safely concluded, that the annual surplus of income over expenditure will, at the first year, amount to about £20,000 sterling, or equal to 10 per cent. on the capital subscribed—while the proprietors have the certainty, that in a country whose resources are daily becoming so enlarged and developed, this railroad forming the principal highway to the extensive and fertile regions bordering on the great lakes, comprehending Western Canada, the states of New York, Ohio, Michigan, and Wisconsin, and being the trunk to which local branches will, from time to time, become united, must steadily and greatly increase in productive-ness. It will further be observed, that, from the position in which this company stands, it is prepared to commence operations immediately on the capital being subscribed; the instalment required will be immediately expended on the work.

The Act of Parliament having been obtained in Canada, and the company being already established, registration under the 7th and 8th Vic., c. 110, is not necessary, nor are parties required to sign a Parliamentary contract, as in the case of English companies.

Prospectuses may be obtained from, and applications for shares in the annexed form, addressed, until the 31st of July, to A. T. Galt, Esq., the agent from Canada, 19, Coleman-street; Messrs. Bischoff and Cox, Esq., 19, Coleman-street, solicitors; Messrs. Laurence, Casanova, and Pearce, brokers, auction mart.

**FORM OF APPLICATION FOR SHARES.**

Gentlemen,—I request you will allot me shares, of £41 13s. 4d. sterling each, in the above company; and I hereby engage to accept such shares, or any smaller number, which may be allotted to me, and to pay the instalment of £4 sterling thereon.—I am, &c.  
Name.....  
Residence.....  
Trade or profession.....  
Reference.....  
Date.....  
To the Provisional Committee in London,  
19, Coleman-street.

**CHESTER AND MANCHESTER DIRECT RAILWAY.**

PROVISIONALLY REGISTERED.  
Capital £800,000, in 16,000 shares of £50 each.—Deposit £2 15s. per share.

This line will connect the city of Chester, and proceed by way of Frodsham within a short distance of Warrington, and thence by the Mersey Valley to Manchester. By the railways connecting Chester with Wrexham, Oswestry, Shrewsbury, Hereford, Gloucester, and South Wales, this will be the nearest route from Manchester to the south-western parts of England, and the minerals of Monmouth and Glamorganshire. The communication with Bristol, Gloucester, and Exeter, will be speedily direct. On reference to the map it will be seen that a very considerable distance will be saved by this direct line over the present circuitous routes by Crewe or Birkenhead, or by the line of the Mersey and Mersey and Mersey and Mersey. It is intended that this line should be a first-rate investment. But it is intended that this line should be the precursor of a scheme of no ordinary importance—viz., the rendering Chester an efficient port for large vessels.

On the completion of the provisional committee, and preliminary arrangements on this line, a separate company will be formed for the construction of a ship canal from Dawpool to Chester, a distance of twelve miles; this is a matured plan. It was entertained by Sir John Rennie in 1825, and subsequently by the late Mr. Chapman, in the same year, who wrote an able report on the subject, with a view of extending it to Manchester, as making that important town a seaport. The ground was afterwards, in 1837, surveyed by Sir John Rennie and Mr. George Remington, with a view to making a ship canal, of twenty feet water, to the walls of Chester; it is sixteen miles nearer to London than Liverpool, and assuming Chester as a central point, and taking a radius of thirty-four miles, it will be seen that it includes Manchester and Warrington, Macclesfield, Congleton, the Potteries, Northwich, Nantwich, Tarporley, the whole of the mineral and manufacturing districts of North Wales in the vicinity of Chester, of the produce of which Chester is the natural outlet, but from the force of circumstances, superior enterprise, accommodation, &c., is carried, at extra expense, to Liverpool. From the decay of the Chester port all the trade of the north has concentrated itself into Liverpool, leaving Chester almost abandoned.

By a ship canal of twelve miles, commencing at Heswall, on the northern shore of the Dee, at the head of Dawpool, and continuing to Chester, during eight hours tide, vessels drawing to twenty feet water will be able to get to Chester. The extension of the Dee to the head of Dawpool is infinitely preferable in point of access and safety to that of the Mersey.

This railway will, therefore, in connection with the ship canal, render to Chester and Manchester incalculable advantages. To the former it will restore the proper position natural to so important a city; to the latter it will give another outlet by sea to the manufacturing districts, free of the heavy port charges and dues to which the produce is now subject. It has not been thought advisable to combine the two objects in one company at present, but should it be found requisite, the two may hereafter be amalgamated.

This railway will, therefore, have no ordinary merits as an independent undertaking, combining all the advantages of any other lines, with this great addition, that it will be the high road to what is the most convenient outlet of Manchester. There are no difficult earthworks on the line; on the contrary, it will be cheap, and of easy formation.

The provisional committee will be published in a few days. In the meantime, applications for shares, prospectuses, &c., to be made to the solicitors, Messrs. Sir George Stephen and Hutchinson, 29, Moorgate-street; John Owens, Esq., 54, Moorgate-street, London; and Messrs. Higson and Robinson, and R. B. B. Cobbett Esq., Manchester.

**FORM OF APPLICATION FOR SHARES.**

Gentlemen,—I request you to allot me shares, of £50 in the above railway, and I undertake to accept the same or such less number as you may appropriate to me, subject to the regulations of the company, and to sign the necessary deeds, and to pay, when required, the deposit thereon of £2 15s. per share.  
Dated the ..... day of ..... 1845.  
Name in full.....  
Profession and professional residence in full.....  
Residence in full.....  
Reference.....

**SHREWSBURY, WOLVERHAMPTON, DUDLEY, AND BIRMINGHAM RAILWAY.**

The shareholders in this company must lodge their scrip certificates at least ONE CLEAR DAY before calling to sign the Parliamentary Contract and Subscribers' Agreement, when they will receive new scrip certificates in exchange.  
By order, GEORGE KNOX, Secretary.  
Shrewsbury and Birmingham Railway Offices,  
3, Moorgate-street, June 27.

**SHREWSBURY, WOLVERHAMPTON, DUDLEY, AND BIRMINGHAM RAILWAY.**

The shareholders in this company, who have inadvertently had their scrip certificates stamped by a company called the "Birmingham and Shrewsbury Amalgamated Company," are hereby informed that such certificates can be exchanged for the new scrip, notwithstanding their having been so defaced.  
By order, GEORGE KNOX, Secretary.  
Offices of the Shrewsbury and Birmingham Railway,  
3, Moorgate-street, July 3.

**SHREWSBURY, WOLVERHAMPTON, DUDLEY, AND BIRMINGHAM RAILWAY.**

WILLIAM ORMSBY GORE, Esq., M.P., Chairman.  
The Hon. R. H. CLIVE, M.P., Deputy-Chairman.  
John Benbow, Esq., M.P., Richard Norman, Esq.  
W. R. Collett, Esq., M.P., Stephen Phillips, Esq.  
William F. Black, Esq., Richard Smith, Esq.  
James Clay, Esq., K. A. Slaney, Esq.

The committee of management, in acquiescing their shareholders that the necessary preparations are being made for executing this undertaking in the next session of Parliament, have also the satisfaction of stating, that, while considerable engineering improvements will be made in the line, the main features which obtained for it the favourable Report of the Board of Trade will be preserved. The committee are in negotiation with the London and Birmingham Railway Company and the Birmingham Canal Company for the construction of the portion of the main line from Birmingham to Wolverhampton on the banks of the canal—the result of which will be advantageous to the shareholders in the saving of cost and distance on this portion of the line, the whole line will also be constructed with the additional assistance and superintendence of Mr. R. Stephenson.

The committee have also determined upon the construction of a branch from the main line to the mining district of Colebrook Dale, in connection with other projected railways, and also in extending the main line from Shrewsbury to join a railway which has been projected by the Shrewsbury, Oswestry, and Chester Company, to Welshpool and Newtown. Full powers will be taken in the new Parliamentary contract and subscribers' agreement, and, as far as they can at present form a judgment, they are satisfied that no further deposit will be required for prosecuting the Bill in the next session of Parliament.

The subscribers' agreement and the Parliamentary contract requisite for complying with the Standing Orders of Parliament in the next session, will lie for signature at the company's office, from Monday, the 7th July, until Saturday, the 19th, after which they will be transmitted to the company's agents in the country. The committee are happy to be able to state, that the local interest in favour of this railway continues unabated, and, as far as they can at present form a judgment, they are satisfied that no further deposit will be required for prosecuting the Bill in the next session of Parliament.

By order, GEORGE KNOX, Secretary.  
Shrewsbury and Birmingham Railway Offices, 3, Moorgate-street, June 27.

**GREAT INDIAN PENINSULAR RAILWAY COMPANY.**

Capital £6,000,000, in 120,000 shares of £50 each.  
Deposit £2 10s. per share.

(The Registrar of Joint-Stock Companies, under the 7th and 8th Vic., cap. 110, does not consider that the constitution of this company, so far as it is disclosed in its prospectus, entitles him to require that it should be registered.)

**PROVISIONAL COMMITTEE OF MANAGEMENT.**

CHAIRMAN—The Hon. JOHN STUART WORTLEY, M.P.  
DEPUTY-CHAIRMAN—W. J. HAMILTON, Esq., M.P.

Frederick Ayrton, Esq., late of the East India Company's service  
Major-General Briggs, many years employed in high political and civil situations in India  
Major Clayton, Bengal cavalry  
Colonel Dickenson, late chief engineer, Bombay  
The Right Honourable G. R. Dawson  
J. G. Frith, Esq., firm of Frith, Wallace, and Co., deputy-chairman of the London and North-Western Railway  
Captain Gladstone, Esq., (firm of Thomson, Bonar, and Co.)  
James Briscoe Graham, Esq., late of Bombay  
John Harvey, Esq., Commercial Bank of London  
Seymour Jenks, Esq., Mayor of London and County Bank, Lombard-street  
John Pease Kennard, Esq.  
Robert W. Kennard, Esq., deputy-chairman Northern and Eastern Railway Co.  
Rear Admiral Sir Charles Malcolm  
John Malleson, Esq., director of Armagh and Coleraine Railway  
Major Moore, late military secretary, Hyderabad  
Richard Patterson, Esq., chairman of the Northern and Eastern Railway Co.  
William Ambrose, Esq., Esq., many years resident in India  
Major General Trevelyan, Madras establishment  
Melville Wilson, Esq., director of the Alliance Assurance Office  
(With power to add to their number.)

CONSULTING ENGINEER—Robert Stephenson, Esq.  
MANAGER—John Chapman, Esq.  
STANDING COUNSEL—Charles Butler, Esq., M.P.

**SOLICITORS.**

Messrs. White and Begg, 35, Lincoln's Inn fields, London.  
Messrs. Ayrton and Walker, Bombay.

**BANKERS.**

Messrs. Denison, Heywood, Kennards, and Co., London.  
Messrs. Smith, Payne, and Co., London.  
Messrs. Arthur, Heywoods, Sons, and Co., Liverpool.

The objects of this company have already been stated in the preliminary prospectus. The extent of India, and the value, variety, and abundance of its products render that country a most fit scene for railway enterprise. Wherever its inhabitants are found, peace and the midst of its exuberant fertility, the fact is distinctly to be traced to its imperfect means of internal communication, and wherever even common roads have been made the traffic has increased many fold in the course of a few years.

The proposed lines, having for their object to connect the interior of the Peninsula with Bombay in one direction, and with the best port on the eastern coast in the other, while they lay the foundation for a connection between the three seats of British Government, will for the most part traverse rich and fertile districts, and accommodate (among others) the large and important towns of Poona, Nasik, Aurangabad, Ahmednagar, Solapur, Nagpur, Omerawutty, and Hyderabad, affording increased facility for the export of cotton, sugar, silk, opium, gum, dyewoods, spices, &c., and for the import of salt, manufactured and other goods.

Upon the highest authority, the provisional committee are enabled to state, that the population of Hyderabad alone amounts to 800,000, and that the population of the area accommodated by the line is not less than between 9,000,000 and 10,000,000. The data on which the cost of constructing and working the line, amount of traffic, and the like, have been estimated, are derived from official documents to which access has been most liberally given by the Honourable East India Company, and from information furnished by gentlemen of long residence, and who have filled high civil and military situations in the Indian peninsula.

The provisional committee, without professing to have the minute knowledge which can only be gained by actual survey and careful local inquiry, have satisfied themselves that from the existing traffic to and from the coasts, without reckoning on any receipts from passengers, mails, troops, Government stores, or the local trade of the country, there is reasonable ground for expecting a profit of at least 12 per cent. per annum, after allowing 50 per cent. on the receipts for the cost of working and maintenance of way.

In the preliminary prospectus, the anticipated profit was stated at 84 per cent., which was founded on a charge of 2d. per ton per mile, being the usual rate in this country for merchandise; but since the lowest cost of carriage in this part of India is 3d. per ton per mile, and often exceeds 8d. per ton per mile, the committee assume that a mean between the English rate and the minimum existing charge in India, or 3d. per ton per mile, may be fairly adopted, by which the profit on the goods' traffic only will amount to the percentage now stated.

It is proposed immediately to make the necessary arrangements for commencing a preliminary survey, and for sending to India competent parties, who will obtain the fullest information on the subject generally.

The result will be submitted to the shareholders, with whom it will rest to decide on the future proceedings of the company.

The deposits of £2 10s. per share will be invested in approved securities, and the interest arising therefrom will be applied towards defraying the expenses of the preliminary surveys, and the disbursements of the company connected with its general management; and should the shareholders, on the preliminary survey being submitted to them, determine not further to prosecute the work, the deposits of £2 10s. per share will be returned, subject to the payment of all the necessary expenses not covered by the interest.

Applications for shares to be made, in the subjoined form, to Messrs. White and Begg, 35, Lincoln's Inn fields, or to Mr. L. M. Simon, stock and sharebroker, 7, Warford-court, Throgmorton-street, from whom further information may be obtained.—A portion of the shares will be reserved for India.

J. STUART WORTLEY, Chairman of the Provisional Committee.  
W. J. HAMILTON, Deputy-Chairman.

**FORM OF APPLICATION FOR SHARES.**

Gentlemen,—Please to allot me shares, of £50 each, in the above company, and I hereby undertake to accept such shares, or any smaller number which may be allotted to me, and to pay the deposit and call thereon, and to sign the necessary legal documents, when required.

I am, gentlemen, your obedient servant,  
Name.....  
Profession.....  
Residence.....  
Reference.....  
Date.....

**GRAND UNION RAILWAY.**

Notice is hereby given, that the SUBSCRIBERS' AGREEMENT and PARLIAMENTARY CONTRACT will lie for SIGNATURE at the COMPANY'S OFFICES, 78, CORNHILL, from Monday, the 14th, to Saturday, the 19th instant, inclusive, between the hours of Ten and Four o'clock. The bankers' receipts may be exchanged for scrip at the same time. Further notice will be given of the several places to which the deeds will afterwards be forwarded for signature.  
By order, ALFRED BEESTON, Secretary.

**ALTO DOURO RAILWAY COMPANY, FROM OPORTO TO THE SPANISH FRONTIER.**

The changes which it has been deemed expedient to make in this company, have caused protracted delay in issuing the prospectus. In consequence of the amalgamation (of which notice has been given to the public), a re-allocation of shares must necessarily take place, but a preference will be given to previous applicants. Pending the publication of the prospectus, forms of application for shares may be obtained at the offices of the company, Threacneedle-street.  
By order, R. M. I. RENWICK, Secretary.

**RTO THE BELGIAN FRONTIER.**

Notice is hereby given, that NO FURTHER APPLICATIONS FOR SHARES in this railway will be received after SATURDAY NEXT, the 15th inst.  
CHAS. GRAHAM and Co.

**DERBYSHIRE, STAFFORDSHIRE, AND WORCESTER-SHIRE JUNCTION RAILWAY.**

(Provisionally Registered.)  
Capital £600,000, in 12,000 shares of £50 each.—Deposit £2 15s. per share.

The line of railway proposed between Uttoxeter and Dudley has been undertaken at the suggestion of several influential parties, as combining—without being a competing line with any railway at present made—all the advantages of several projected lines, with additions of no ordinary value. The town of Uttoxeter in the Dove Valley is itself the centre of a rich agricultural district, supplying already the markets of Dudley, Tipton, Walsall, Bilston, and Wednesbury, with cheese, cattle, and agricultural produce, but by a very expensive and dilatory mode of transit. All the proposed lines communicating with Manchester, London, and the Potteries, must necessarily pass to or near Uttoxeter. Already the Churnet Valley, Toan and Dove Valley, North Staffordshire, Manchester Direct Independent, Leicester and Ashby lines of railway project a station at Uttoxeter. Assuming either of these forms, or some equivalent, to pass, this will be the best route from Manchester, Macclesfield, the Potteries, and the north, to Worcester and South Wales. By the Leicester and Ashby line, which will communicate by its branch to Uttoxeter, traffic of great part of the east of England will be available for Staffordshire and the west. Commencing at Uttoxeter, the line will be carried over favourable ground to Abbot's Bromley, thence down the Blythe Valley to Hamstall Redware, where it will cross the proposed Leicester and Ashby line, thence to Lichfield; crossing the Trent Valley Railway, it will pass close to Lichfield, through that portion of Cannock Chase, where the Effingham Canal passes the Brown Hills, thence by Walsall to Beccot-bridge on the Walsall station of the Grand Junction Railway. From this point it will pass through Wednesbury and the mineral districts of South Staffordshire to Dudley; there it will join all those railways that will connect the Staffordshire coal-field with Worcester, Ludlow, and Portynailen on the south-west, Aberystwyth, Merthyr Tydfil, Swansea, Hereford, on the west and south. In fact, it will unite by the nearest route the east and west of England.

The population on the line exceeds 300,000, and the ordinary traffic arising from internal sources alone sufficient to maintain the railway, and afford more than ample remuneration to the shareholders.

As a junction line—with the present immensely increasing public favour to railway travelling—it is scarcely possible to compute the amount of passenger traffic, but it must necessarily be very great.

Should it be deemed advisable to extend the line to Ashbourne, the lead, iron, stone, and coal of Derbyshire, the products of the paint manufactures and barytes works at Ashbourne, Cromford, &c., would find a ready transit to Walsall and Birmingham. The increase of passengers attracted by ready means of conveyance to the romantic country of Dove and the High Peak, would be, necessarily, very great. By the Uttoxeter Canal would be brought the copper ore, lime, and coal, abounding in the Caldon and the Ribden Mines, and be transmitted by this line to the manufacturing districts of Staffordshire, Warwickshire, and Wales, down to Swansea. A most influential provisional committee, connected with the line, will be published in a few days.

Application for shares and every information to be made to William Arnold, Esq., Uttoxeter, and John Owens, Esq., 34, Moorgate-street, London.

**FORM OF APPLICATION FOR SHARES.**

To the Provisional Committee of the Derbyshire, Staffordshire, and Worcestershire Junction Railway.

Gentlemen,—I request you to allot me shares, of £50 each in the above railway, and I undertake to accept the same, or such less number as you may appropriate to me, subject to the regulations of the company; and to sign the necessary deeds, and to pay, when required, the deposit thereon of £2 15s. per share.  
Dated this day of 1845. Name in full.....  
Profession and professional residence in full.....  
Residence in full.....  
Reference.....

**ARMAGH, COLERAINE, AND PORTURUSH RAILWAY.**

EXTENSION, CONNECTING THE TOWNS OF CASTLE DAWSON AND RANDALSTOWN, and thus opening a direct communication with the great metropolis of the north, the TOWN and PORT OF BELFAST.  
(Provisionally Registered.)

OFFICES OF THE COMPANY—28, THREACNEEDLE-STREET.  
No shareholder to be liable beyond the amount of his subscription.  
Capital £125,000, in 2500 shares of £50 each. Deposit £1 7s. 6d. per share.

**PROVISIONAL DIRECTORS.**

Charles Fox, Esq., Carleton Club, Deputy-Lieutenant of the county of Armagh  
Colonel Nicolls, Coleraine, and Shooter's Hill, Woolwich  
Richard Hearnside, Esq., Brighton  
Clement Tabor, Esq., Gresham Club  
John Malleson, Esq., Wimbledon  
W. A. Wilkinson, Esq., Ludgate Hill  
Charles William Spicer, Esq., Portman-square  
James Vickers, Esq., Mark-lane  
Seymour Jenks, Esq., Whitehall-place  
G. C. Galt, Esq., Coleraine, and Charles-street, Manchester-square

London and County Bank, 71, Lombard-street, and its branches.

**BANKERS IN IRELAND.**

Provincial Bank of Ireland, and its branches  
Royal Bank of Ireland, Dublin  
Messrs. R. Gray and Co., College-green, Dublin  
Northern Bank of Ireland, and its branches  
Belfast Banking Company, and its branches  
Belfast Banking Company, and its branches  
Erskine Humphreys, Esq., Lincoln's Inn  
STANDING COUNSEL IN IRELAND.—William Rowley Miller, Esq., LL.D.  
ENGINEERS.—James M. Rendel, Esq., vice-president I.C.E.;  
Mr. W. Maccheneze, C.E.  
SOLICITORS.—George Ogilvie, Esq., 4, Great Winchester-street, London;  
John Cumming, Esq., 12, Hardwick place, Dublin, and Mall, Armagh.  
SECRETARIES.—Thomas W. Youngusband, 23, Threacneedle-street;  
William Galt, Esq., 12, Hardwick-place, Dublin.

**PROSPECTUS.**

The proposed undertaking is intended to connect, by a short line of railway of twelve miles, the towns of Castle Dawson, Toomebridge, and Randalstown, and thereby afford to a very dense population the advantages of a direct communication with Belfast. It will be the connecting link between the Armagh, Coleraine, and Portrush, and Belfast and Ballymena lines of railway; and, as the projectors of the latter line intend to have a branch to Randalstown, that place will be the point of junction, and the station there erected will be common to both lines.

A slight reference to the map will show the immense importance of this connecting link. The traffic of a large and extensive district west of the River Ban, abounding with wealth and population, will find a ready and convenient outlet through this channel. The distance from Castle Dawson, which is situated on the main line from Armagh to Portrush (and at which place there will be a station to Randalstown) does not exceed twelve miles. The line will cross the river at or near Toomebridge. The towns that will be benefited, independently of the surrounding country, by the proposed extension, are the following, viz.:—Stewartstown, Cookstown, Cough, Monymore (the estate of the Drapers' Company), Bellaghy, Maghera, Maghera, Castle Dawson, and Toome; all towns of considerable importance, and distinguished alike for the industrious and enterprising character of their inhabitants. The adjacent country is rich and fertile, and its produce may be said to vie, both in quantity and quality, with any district of equal extent in Ireland.

The holders of scrip in the Armagh, Coleraine, and Portrush Railway will be entitled to a preference in the distribution of shares.

Applications for shares may be made, in the subjoined form, to the solicitors; to the secretary, at the offices, 28, Threacneedle-street; and of the following brokers: Messrs. Labertouche and Stafford, College Green, Dublin; Messrs. Munro and Co., 44, George-street, Edinburgh; Charles Cowper, Esq., 1, Parkside-street, Edinburgh; William Oghilvie, Perth; James Jamieson, Esq., Leeds; Messrs. Cardwell and Sons, Manchester; Messrs. J. and J. Kirkcaldy, Newcastle-upon-Tyne; Messrs. Schultz and Carr, Liverpool; Mr. James Butchart, Huddersfield; Mr. Hervey, Halifax; William Lee, Esq., Cheltenham; R. P. Clark, Bristol; and Mr. Roger Mortimer, Throgmorton-street, London.

**FORM OF APPLICATION.**

Gentlemen,—I request you will allot me shares, of £25 each, in the above undertaking, and I hereby agree to accept the same, or any less number that may be allotted to me, and to pay the deposit thereon, and sign the Parliamentary contract and subscribers' agreement when required.

Name in full.....  
Residence.....  
Profession or business.....  
Name and address of reference.....

**ARMAGH, COLERAINE, AND PORTURUSH RAILWAY.**

EXTENSION COMPANY.—Notice is hereby given, that NO FURTHER APPLICATIONS FOR SHARES in this company will be received after TUESDAY NEXT, the 15th inst. In the allotment of shares a preference will be shown to the holders of scrip in the Armagh, Coleraine, and Portrush Railway.  
By order, THOS. WM. YOUNGHUSBAND, Secretary.  
WILLIAM GALT,  
23, Threacneedle-street, July 9, 1845.

**PATENT GALVANISED IRON COMPANY.—NOTICE.**

—The Attorney-General has given his fiat, and a *scire facias* has been issued to REPEAL the COMPANY'S GALVANISING PATENT (Sorel's process), which was tried in February last, before Chief-Justice Tindal, in the cause of Pattison v. Holland, and was found by the jury to be invalid.—May 9, 1845.



## CITY AND WEST-END RAILWAY AND TERRACE

COMPANY, for the union and extension of the Metropolitan Termini of the London and Birmingham, Great Western, and West London Railways, along the north bank of the River Thames to Southwark-bridge, and for the construction of grand terraces or esplanades on parts of the line, with a reserve for further extension. Provisionally Registered, pursuant to Act 7 and 8 Vic., cap. 110.

OFFICES, 32, POULTRY, LONDON.

Capital £1,500,000, in 60,000 shares of £25 each.—Deposit £17s. 6d. per share. The preliminary expenses not to exceed 5s. per share, without the sanction of a General Meeting of the shareholders.

PROVISIONAL DIRECTORS.

Col. Campbell Dalrymple, Great George-street, Westminster  
Sir Thomas Banks, Bart. F.R.S.  
Thomas Roberts Thellusson, Esq. Hyde-park-street  
Sir George William Prescott, Bart.  
The Lord Sussex Lennox  
Matthew Richard Scott, Esq. Devonshire-place  
William Shaw, Esq. managing director of the Royal Farmers' Insurance Company, Strand  
William Downing Bruce, Esq. F.S.A., Charles-street, St. James's  
James Adair, Esq. U.S.C., Pall-mall  
Thomas Thorby, Esq. Mark Lane  
George Pawsey, Esq. Lidgate Hall, Suffolk  
Robert Page, Esq. Charlton House, Somerton, director of the Leicester and Coventry Railway  
Major Kortright, Great Corn-moor-street  
J. Benthall, Esq. Clifton, York  
Major R. Leslie B. Dundas, Blair Castle, Perthshire, and Charles-street, St. James's  
Thomas Newte, Esq. Harley-street  
(With power to add to their number.)  
Engineers—Robert Stephenson, Esq.; George Parker Bidder, Esq.  
Architect and Surveyor—William Laxton, Esq.

Sir Claude Scott, Bart. and Co., Messrs. Denison, Heywood, Kennards, and Co.  
Solicitor—John Foster, Esq. 66, Jernyn-street, St. James's.  
Secretary—Mr. Hodgson.

Applications for shares to be addressed to the provisional committee, at No. 32, Poultry; or to John Foster, Esq., solicitor, 66, Jernyn-street; David King, Esq., solicitor, Cambridge; George Spilbury, Esq., solicitor, Stafford; Thomas Palmer, Esq., solicitor, Waterloo-street, Birmingham; or of the following shareholders:—Messrs. Edward Ellis and Co., 33, Threemilestone-street, London; Messrs R. B. Watson and Co., and Messrs. H. and C. Bradshaw, Leeds; Messrs. Tate and Nash, Bristol; Earle Langston, Esq., and John Clegg, Esq., Manchester; W. A. Brown, Esq., Exchange-buildings, Liverpool; Messrs. Hugh Munro and Co., George-street, Edinburgh; Andrew Mercer, Esq., Glasgow, and St. Andrew's-square, Edinburgh; Mr. Stamp and Mr. Alsop, Hull; Mr. Moore, Huddersfield; Messrs. Hall and Mr. Lee, Cheltenham; Mr. Hutchinson, Bradford; Mr. Tomkinson, Newcastle-under-Lyme, of whom prospectuses and maps may be had.

## LINCOLN, YORK, AND LEEDS RAILWAY.

(PROVISIONALLY REGISTERED)  
Capital £1,500,000, in 60,000 shares of £25 each.—Deposit £17s. 6d. per share. In compliance with the wishes of a numerous and influential portion of the shareholders, the committee of management have come to the determination of forming a new company.

Its object will be to complete the communication from Lincoln to Doncaster, York, and Leeds, in continuation of the Cambridge and Lincoln line. A direct trunk line will thus be formed from London to York, Doncaster, and Leeds, reducing the present distances. It will form, both in distances and time, the shortest line between Lincoln and York.

The shortest line between Lincoln and Leeds:  
Lincoln and Doncaster;  
Doncaster and Selby;  
Selby and York;  
York and Leeds.

It will also accommodate Hull in a superior manner to any other existing project. The advanced state of the present session of Parliament renders it highly probable, if not altogether impossible, for any line north of Lincoln to receive the sanction of the legislature this year, and notwithstanding the present position of the railway schemes now before Parliament, little or no doubt can be entertained that Cambridge and Lincoln will, ultimately, form the link of a new trunk line from London to York, Doncaster, and Leeds. The committee, therefore, no longer hesitate to put forward their claim to the ground they have so long occupied, and to the continued possession of which the capital they have expended gives them a preference. Active preparations are now making to enable them to renew their application to Parliament in the next session, and they will do so without being burthened with the heavy expenses which other rival companies must have incurred.

The only objection to their original plan was the crossing of the Ouse between Selby and York. That difficulty will be obviated, and the whole of the line will be resurveyed under the direction of first-rate engineers, so soon as their present Parliamentary engagements are concluded.

Advantage will be taken of the evidence adduced before Parliament upon the schemes for providing railway accommodation between Lincoln and York, and every available improvement will be adopted which the skill of eminent engineers can suggest, so as to make this line of railway pre-eminently subservient to the requirements of the districts through which it will pass, and fully deserving the support and confidence of the public.

The expenses incident to preliminary arrangements, and the formation of the company, have been secured, and, in case the legislature shall, in the present session, grant any line north of Lincoln, which may render this project unnecessary, the whole of the deposits will be returned.

When the new survey is completed, a detailed prospectus, with an enlarged and influential directory, will be published; and, in the meantime, applications for shares may be made, in the annexed form, to the solicitors, and to the following brokers:—London, Messrs. Peppercorne and Co., 2, Old Broad-street; Leeds, Messrs. Ridsdale, Mr. John Watson, Messrs. John Young and Co., and Mr. Richard Binney; York, Messrs. Grayston and Earle; Edinburgh, Messrs. McCallum and Co.; Liverpool, Messrs. Ridsdale and Chancery; Mr. James Pratt, and Mr. J. O. Binger; Derby, Mr. S. Eyre and Mr. J. Cuff; Hull, Messrs. Coriass and Messrs. Collinson and Flint; Halifax, Mr. Hartley, and Messrs. Crother and Brook; Wakefield, Mr. Nightingale, and Mr. Charles Chapman; Blackburn, Mr. Booth; Manchester, Messrs. Cardwell and Sons; Bradford, Mr. Mason.

By order, JOHN BLACKBURN, solicitor, Leeds.  
W. B. JAMES, solicitor, 5, Basinghall-street, London.

## FORM OF APPLICATION.

To the Provisional Committee of the Lincoln, York, and Leeds Railway.  
I request that you will allot me shares of £25 each in the capital of the proposed Lincoln, York, and Leeds Railway; and I hereby undertake to accept the same, or such number of shares, not exceeding \_\_\_\_\_ in number, as may be allotted to me, and also to pay the deposit thereon, and to sign the subscribers' agreement and the Parliamentary contract when required.—Dated this day of 1845.  
Name \_\_\_\_\_  
Address \_\_\_\_\_  
Profession or Trade \_\_\_\_\_  
From \_\_\_\_\_  
Refused \_\_\_\_\_

## GREAT CENTRAL SARDINIAN RAILWAY.

ISLAND OF SARDINIA,  
CONNECTING the important cities and towns of CAGLIARI, ORISTANO, SASSARI, PORTO TORRES, and intermediate towns, with  
BRANCHES TO IGLESIA and ALGERO.

Capital £3,000,000 (75,000 francs), in 60,000 shares, of £50 (1250 francs) each, with a reserve for Sardinia.—Deposit £15s. per share. Should the final concession not be eventually obtained (which the committee have reasons for no means to entertain), the whole of the deposit will be returned except the necessary expenses; and in no case will those expenses be permitted to exceed 5s. per share.

## PROVISIONAL COMMITTEE.

President—The Duke LANTÉ DE MONTELETRO.  
Vice-President—Sir VALENTINE BLAKE, Bart., M.P.  
Don Ludovico Lante Della Rovere, Baker-street, Portman-square  
Major James Adair, United Service Club  
Le Chevalier Gregoire de Berardi, Kensington Gore  
Sir Valentine Blake, Bart. and M.P., 33, Parliament-street  
George Bulmer, Esq. Bellevue, Chelsea  
Charles Staunton Cahill, Esq. Raibaine, county Clare, and 19, Austinfriars,  
Irish Drainage Commission  
Richard Clay, Esq. Lloyds, and Winchester-buildings  
John Chandler, Esq. Connaught-terrace, Hyde-park  
Colonel A. Findlay, K.H. Piccadilly  
Charles Goodwin, Esq. Battersea  
George Joyce, Esq. Camberwell  
Lawrence Kortright, Esq. Great Corn-moor-street, Brunswick-square  
Benjamin Laing, Esq. Lloyds  
F. Murray Macquenn, Esq. South-bank, Regent's-park  
Thomas Newte, Esq. Harley-street, and Allee d'Anton, Paris  
John Gray Wilson, Esq. Oxford-terrace, Hyde-park, director of the Western Gaslight Company  
Engineer—William Henry Smith, Esq.  
Acting Engineer—Charles E. Barrington, Esq.  
Solicitors—Messrs. Hoppe and Boyle, Sun-court, Cornhill.  
Bankers—Messrs. Masterman, Peters, and Co., and the Union Bank of London.  
Secretary—George Landels, Esq.

The most careful calculation, based upon official statistical reports, and the best information at present obtainable with regard to the traffic through the interior, show, after deducting 40 per cent. for working the line, a net revenue to the company of not less than 8s. to 10 per cent.

Prospectuses and forms of applications for shares may now be had at the temporary offices of the company, 30, King William-street, City; of the solicitors, Messrs. Hoppe and Boyle, Sun-court, Cornhill, or of the following agents:—Messrs. Lind and Richard, Bank-chambers, Lombard-street; Mr. James Owen Binger, Liverpool; Messrs. Cardwell and Co., and Messrs. Green and Oldham, Marriot's-court, Brown-street, Manchester; Messrs. Greyton and Earle, York; Mr. James Pringle, Edinburgh; Messrs. Ridsdale and Co., Leeds; Mr. R. Clarkson and Mr. Charles Wale, Sheffield; Mr. P. V. Boulger, 8, Middle Garden-street, and Mr. Abel Laferriere, Dublin; Mr. Joseph Clarke, Southampton; Messrs. Wilkinson and Cartouche, Hull; Mr. P. Stanford, Exeter; Messrs. Soames and Tripp, Bristol; Messrs. J. Kimpster, Newcastle-on-Tyne; Mr. James Hervey, Halifax; Messrs. Pollock and Co., Bradford; Mr. S. Collinson, Nottingham; Messrs. Hall Brothers, and Co., Cheltenham; Mr. W. Miles, Worcester; Messrs. J. R. Dennistoun and Irvine, Glasgow.

## GREAT CENTRAL SARDINIAN RAILWAY.

NO APPLICATIONS for SHARES from London applicants will be received after the 17th, and from parties in the country after the 19th instant.  
By order, G. LANDELS, Esq.  
30, King William-street, July 8.

## RAILWAY GAZETTE.

## THE RAILWAY GAUGE.

In the *Gazette* of Tuesday last is published the names of the gentlemen composing the commission appointed, upon Mr. Cobden's motion, to inquire into the necessity, or otherwise, of a uniform gauge for railways—they are, Sir J. M. F. Smith, the late inspector-general of railways; G. B. Airey, Esq., astronomer-royal; and P. Barlow, Esq., professor of mathematics in the Royal Military Academy at Woolwich; and, from the known business habits of these gentlemen, as well as their superior scientific attainments, we are satisfied that the subject will be properly investigated, and such a decision come to, as its merits and the interests of the public demand. The question has now assumed a paramount interest, as the opposing railway companies are before the Standing Orders' Committee, in the House of Lords, who have decided that they will not hear evidence on the superiority of one gauge over the other, but only on the general merits of the lines, until the Railway Gauge Commission have given in their decision. The question of removing goods from one gauge to the other will also be thoroughly investigated; and the general opinion seems to be, that the Lords' Committee will be guided by the opinion of the Commission, which, we think and hope, must be in favour of a uniform gauge on all projected lines—if not the future alteration of the Great Western line to assimilate with the other railways in the kingdom. We trust, in our next Number, to be able to give some account of the proceedings of the Commission.

(FROM A CORRESPONDENT.)

The investigation of the merits of the gauges has occasioned much excitement in the public mind, and much has been said *pro* and *con* respecting the advantages of the different widths of the rails on the various roads now extant—indeed, on the question of whether a 4 ft. 8½ in., or a 7 ft. 6 in. gauge is the better; the real question, as to the nature and effect of the difference has not been much attended to. In ushering in the question, Mr. Cobden observes that a 4 ft. 8½ in. answers very well, as does a 7 ft. 6 in. gauge—consequently, it is to be deduced that it does not much matter what the gauge is at all. It must be admitted, that at the present rate of travelling, the passengers are conveyed along the different lines to their destination, with moderate punctuality, and with only occasional accident—in point of fact, that there is some degree of certainty of proceeding from station to station, at a speed of at least twenty miles an hour—that there is 100 chances to 1 that none of the axles break—200 to 1 that there is not an empty carriage or two accidentally left on the line—and 1000 to 1 that the embankment has not broken down, or that the engine does not blow up altogether; thereby affording much consolation to the passengers, and reflecting great credit upon the engineer, clerks, and porters, who thus provide for their safety; but this is not a sufficient answer to the inquiry, nor, in point of fact, does it much help the investigation. The question is, is it possible by any arrangement to get greater speed and greater security? There can be little doubt that twenty-five miles an hour might be obtained with an engine on a 2 ft. gauge; but here the question being pushed to the verge of absurdity—the answer to the inquiry, of whether it is politic to lay down such lines, becomes self-evident—the engineer would be scouted who would propose it, and the public, without knowing the philosophical reasoning upon the subject of gauges, would instinctively shrink from travelling upon such a pigmy contrivance—and yet, what engineer is bold enough to say that, in fifty years' time, our present lines may not be treated as equally Lilliputian affairs, and our engineering science be subject to the smile of ridicule of the Brunels' and Stephenson's of that day; perhaps, even the inquiry at this stage of progress in locomotive travelling, may be then a subject very well fitted for a joke—as the advertisements of the fast coaches of fifty years ago, are not only to our able engineers, but, indeed, to the whole community—the speed of the old coach was increased to double, and, perhaps, treble, its pace in the period alluded to, by the same instrumentality—viz., horses, turnpikes, and a little more elegance and accomplishment in using the thong and holding the ribbons; and to such perfection had this delightful method of travelling arrived, that a modern jayvee could not only well have afforded a sly smile at his old-fashioned prototype, but our nobles were not ashamed to be seen in his position. Nay, who was a finished gentleman, who could not gracefully guide his trap and four through a crowded thoroughfare? and where is now this swift and elegant system of transit—the British mail—the boast of the nation?—nearly among the things that have been. Shall we, then, in the infancy of knowledge of steam-power—and with such a power, and subject to such modification at our command—or the absence of experience of sufficient engineering skill, trammel ourselves to imperfection, and bind ourselves by Act of Parliament, to slow coaches, accidents, and 4 ft. 8½ in. gauges? Suppose, if the experiment of introducing 10 ft. 6 in. diameter wheels, by Brunel, had answered the calculations he had made for them, by one revolution of the engine, one stroke of the piston, had sent us as far as two of the first that were invented, and the old speed of twenty-five miles would have been doubled, while the old engine would have been entirely discarded, and 7 feet 6 inch rails would then have been the true width, until some better one was discovered? And yet, who is able to decide, that, if the passenger carriages had been raised upon wheels equally high, that the experiment would not have answered in every way the expectation? One thing is certain, the propelling power would have borne better upon the weight, and in a more direct line, and most likely the object in view would have been accomplished; but, suppose, with even this alteration, it had failed, is that a reason that rails and carriages cannot be so constructed as to work much larger wheels, and much larger and firmer rails, and a much wider gauge, than, perhaps, any thing that has been yet considered practicable? Is it inconsistent with the spirit of improvement, that we may gain not only greater speed, but with it greater safety and security?—We think not.

## PROGRESS OF RAILWAYS IN FRANCE.

(FROM OUR PARIS CORRESPONDENT.)

In the *Moniteur* of this morning there appears the report of the Committee of the Chamber of Peers on the Paris and Lyons, and Lyons and Avignon railway bills. These two lines will be adjudicated to two different companies; the capital that will be required by both parties amounting to the enormous sum of 6,000,000. The committee report in favour of a separate entry into Paris, as proposed by the Government and adopted by the Chamber of Deputies, thereby, of course, adopting a separate line all the way to Melun, instead of (as the Orleans Company so earnestly desired) adopting the head of their line, with a branch to Melun. It is true that this will occasion a difference in the expense to the amount of 18,000,000 francs; but, upon the whole, I think it is best, for the union of two such great lines as Lyons and Orleans in one terminus, would have been difficult, inconvenient, and dangerous. It is unnecessary to follow the committee through the rest of its report; but it must be stated that they express their disapprobation of the adjudication system by public competition; nevertheless, upon the whole, they recommend the adoption of the bill, as sent up from the Chamber of Deputies. The discussion on the bill will probably take place in the course of a day or two; and there is no doubt whatever that the bill will pass. The works on this great line of railway will, it is believed, occupy at least five years. The Paris and Lyons line will be conceded for a period not exceeding forty-five years, the Lyons and Avignon line for fifty years; but the latter will have to execute an embankment on Grenoble.

The *Journal des Chemins de Fer* of last Saturday confirms what I said in my letter of the previous Tuesday, as to the time at which the partial opening of the Northern line may be expected to take place, your contemporary thinking that, with great activity on the part of the company to whom it may be adjudged, it may be opened in October. The works are being pushed on with very great activity.

The committee of the Chamber of Deputies on the Rennes, or Western Railway, in its report on the *projet de loi*, presented by the minister, proposes that "there shall be established a railway, going directly from Paris to Cherbourg, by Bernay and Caen, with an embankment parting from Rouen, and a *chemin de fer transversal* from Caen to the Loire, by Alençon and Mans, and that these lines shall be conceded to private industry, in virtue of special laws;" it authorises "the Minister of Public Works to treat *par voie de concession directe* with the Versailles Companies, for the exploitation of the railway from Versailles to Rennes, for the execution of exploitation of the line by Mons or Alençon, which shall not be determined by the principal line;" and it accedes a "further credit of two million francs (80,000*l.*) to the Minister of Public Works, for the works on that part of the Versailles and Rennes Railway, which is comprised between

Versailles and Chartres." The *cahier des charges* embodied in the most part, with some modifications, the provisions of the agreement entered into between the Minister of Public Works and the representatives of the right and left bank Versailles Railway Companies. It fixes the duration of the concession at fifty years, and provides that the company shall repay the five millions francs (100,000*l.*) lent by the State to the Left Bank Company, with interest thereon. The embankment on Alençon or Mans (as the case may be), is to be executed entirely at the risk and peril of the company, in return for a concession of seventy-five years; but the company is permitted to lay down only one line of rails. It is gratifying that the commission of the Chamber has thus sanctioned the *concession directe* system, which is certainly better in every respect than that of putting up great lines of railway to adjudication, and awarding them to the lowest bidder. I perceive from the advertisements in the newspapers, that there is a company called the "Western Railway Company," and that several English capitalists are concerned in it; but I do not clearly understand what this company proposes to do, now that it is determined to concede directly to the Versailles Companies the Western Railway. The committees of the Peers on the Strasbourg, Dieppe, Fecamp, and Tours lines will present their reports in a few days. The session is expected to terminate in about twelve days, or, at most, a fortnight, so that there is no time to lose, to prevent these important laws being again thrown over for another session. The atmospheric railway up, or, rather, through, the hill of St. Germain's is being pushed rapidly forward. The journeyman carpenters, employed in throwing the bridge over the Seine, struck for an advance of wages; but, after being out for about a week, resumed their work.

The *projets de loi* respecting railways that have been before the Chamber of Deputies this session are seven in number. Of these the *projets* that have been adopted are four—viz.: 1. That relative to the railway from Paris to the frontier of Belgium, with embankments on Calais and Dunkerque, and to the railway from Orléans to St. Quentin. 2. The railway from Paris to Lyons, and Lyons to Avignon. 3. From Tours to Nantes, and from Paris to Strasbourg, with embankments on Metz, Rennes, and Saarbrück. 4. The embankments from Dieppe and Fecamp, to the Rouen and Havre line, and from Aix to the Marseilles line. Three *projets* have been examined by committees and reported upon, and will be taken into consideration by the Chamber at the commencement of the next session—viz.: 1. That relative to the railway from Dijon to Mulhouse, and the embankment from Graz to Besançon. 2. The railway from Versailles to Rennes. 3. Bourdeaux to Cette.

That a private company is better qualified to undertake the execution of a railway than the Government is a fact of which there is no doubt, and it is greatly to be regretted that it has not been put into practice in this country, for if it had been, not only would the great lines of railway have been opened at least a year ago, but Government would have effected a very considerable saving. One of the principal engineers in the employ of the Department of Public Works, adopts this opinion, and bears it out by convincing arguments and statements, which show that the Government, by the system of competition, frequently pays more for work badly done, than a company would pay for the same work well done. But, unfortunately, it is now somewhat too late in the day to cry out against the stupid plans which the Chamber forces the Government to adopt.

The Minister of Public Works designs to visit the station of the Northern Railway this week, and the Under-Secretary of State in the same department is to proceed on a grand voyage of inspection of all the principal works in course of execution on different lines of railway in all parts of the kingdom.—The receipts on the Belgian lines of railway have increased, and are increasing. In certain parts of Germany the press and several public bodies have declared that it is dangerous to the country to allow any foreigners to be concerned in the formation of their railways, and that when those foreigners are English it is madness. These Germans are making fools of themselves—they seem to think that the English are a set of bloodthirsty ogres, who gobble up nations for breakfast.

The decline that took place in railway shares at the Bourse, at the latter end of the last week, is ascribed to various causes—one to the withdrawal of English capital for investment in Belgian and German railroads; another to the reaction which necessarily takes place after extravagant speculation; and, thirdly, to the abandonment of the Rennes railroad bill, after being promised to the Versailles Companies. Probably, the real truth is, that it took place from all three causes.

A union has taken place between the Fernando-Lombardo-Venetian Company and the Italian and Austrian Railway Company. The latter proposed to give a capital of twenty million Austrian livres, receiving in return twenty-five thousand new shares in the Lombardo-Venetian Company. This offer was accepted, with some modification, and referred to the Aulic Council for its sanction.

The promised reduction of the duty on salt used for agricultural purposes will have the effect of greatly increasing the commerce in that article. The salt itself, to obtain the reduction, will have to be mixed with something which, whilst rendering it unfit for the use of man, will deprive it of none of the qualities which render it invaluable to agriculturists.

The heavy duties on river navigation in this country have been long complained of, but it is believed they will soon be modified. Notwithstanding, however, the highness of the duties, it is somewhat remarkable that this summer the greater quantity of wine declared for Paris from Rouen and its neighbourhood, has been forwarded by the river, and not by railway. Large orders have been sent to the forges of St. Dizier, and the price of iron remains firm. Several forges, however, in more than one department, are to let.—Paris, July 9.

CONSTRUCTION OF LOCOMOTIVES IN FRANCE.—In consequence of the number of railways now constructing in France, traversing from one end of the country to the other, the spirit of competition has been aroused with the English manufacturers of locomotives. Hitherto, the speculators in railways from Paris to Rouen, Orleans, St. Etienne, Montpellier, &c., have been under the necessity of obtaining their engines from England—the same on board the numerous steam-vessels that have of late years been constructed in the different dockyards of Calais, Havre, Brest, Cherbourg, La Rochelle, Rochefort, Nantes, &c., which were also imported from Birmingham, Manchester, Liverpool, or Glasgow. The large supply of iron mines in nearly every direction of France, with the extensive seams of coal in the principal departments of the north, east, and west, and the high price which that article is at in England for her own consumption, much less for exportation, has induced the French ironmasters and engineers to try how far they can compete against the English manufacturers of machinery, as iron is from 15 to 20 per cent. cheaper on the continent. For several years past, some of the first machinists and workmen from England have, at high wages and constant employment, been induced to introduce their industry, and initiate the French in the art and construction of locomotives and machinery in general. Some of the most extensive continental iron proprietors and civil engineers have commenced their rivalry with England by the constructing of workshops, forges, &c., on a large scale, under the superintendence of Englishmen, among whom may be mentioned Messrs. Schneider (of Creusot), Meyer (of Mulhausen), Cavé, Stéhelin (of Bitchwiller), and Andrew Koechlin. M. Cavé has constructed several engines which competent judges affirm equal to those of the celebrated Stephenson, Sharp and Roberts, or those from Birmingham, Manchester, Liverpool, or Glasgow, and at more than one-third less in price. Those of Creusot are particularly noticed for their elegance, simplicity, and durability; these have given the enthusiastic spirit of enterprise to others. Very shortly the locomotives of Messrs. Hallette, Derosne, Cail, and Cavé, will be placed on the Great Northern Line of France, from Paris, by Amiens, Arras, Lille, Tournay, to the Belgian frontier, which have been constructed under the direction of M. Clapeyron, the chief engineer of that line; he was formerly chief engineer of the Paris, St. Germain, and Versailles line, and his machines have experienced the greatest eulogiums for their compactness. The directors of the Paris and Rouen Railway, who are well versed in engineering economy, were the first to erect their own workshops on an extensive scale, under the superintendence of Mr. Buddicom, an experienced English mechanist, and who has constructed some of the finest engines, quite equal to any imported from England, and more simple and light. This resolution of the Rouen proprietors has raised the spirit of competition and economy on other lines, as they now find that they have their own resources at hand without resorting to their rivals on the other side of the Channel. The Paris and Orleans Company are constructing some vast premises also for the making of their own engines, carriages, waggons, trucks, rails, &c., so that they may be quite independent of England. This system will be generally adopted throughout France; every line will construct their own materials instead of importing from Great Britain, as most experienced English workmen are to be met with in nearly every manufactory in the country. The immense sums now subscribing in England, for the laying down of lines from Boulogne, Amiens, Paris, St.



Quentin, Orleans, Tours, Brest, Havre, Lyons, Avignon, Marseilles, Bordeaux, Strasbourg, and every part of the kingdom, from north to south, east to west, will be the means of giving employment to thousands, raising her commerce, not only mineral and agricultural, but also greatly improving her manufactures—whilst not a franc of it scarcely will be expended out of France, which the mania for speculation of money-making John Bull, will rise to the greatest pitch of prosperity.

#### ROYAL NORTH OF SPAIN RAILWAY.

Sir,—The letter of a "Foreign Speculator," which I find in your paper of the 14th inst., is consistent and inconsistent. I consider him consistent, when he states that "C. L. W." ought to rebut (but *qy.*, can he do so?)—that the said railroad will go further than Mieres; if so, "C. L. W." or some one, should give the public proof of the practicability of the said road, going even so far as Leon, and that he gives this proof vouched by men of known talent, station, and thorough local knowledge, also the traffic tables which the "Foreign Speculator" refers to—amounting to 259,114—should be stated in detail, and by authorities well known to the English public. The foregoing being fairly brought before the public, would, in my opinion, justify the remark that I have made, as to the other part of his letter being inconsistent. He unjustly accuses the "Idler," the "Resident," and other public papers, of ill-natured remarks, which the projectors can treat with contempt; but this contempt is yet in embryo, but should it appear, it will be manfully met.

The "little wasps" have evidently teased the "Foreign Speculator," and made him inconsistent, and, in some respects, unintelligible. He says, "all these things are very bad." I ask him, what things he means are very bad? Is it his calling upon "C. L. W." to answer the "Idler," as to the practicability of the road? Is it because he himself suggests that the tables should be authenticated, and the engineers' report, on which the receipts are grounded, should be confirmed?—or, is it because he acknowledges that the remarks of "the little wasps" have had a bad influence on the price of shares? which are now, I perceive, at par in England, though of little or no value here. I suggest that the "Foreign Speculator," confine himself to the production of facts, that will contradict what has appeared in the communications of the "Idler," the "Resident," and other public papers, and show that a railroad from Aviles to Madrid will ever give shareholders security for the capital embarked therein: if he can do that, he will be sure to make the shareholders smile with their bargain; but if he cannot produce this proof, he must not be offended, or consider ill-natured, the remarks of the "Resident." The favour of your communicating this will oblige me, and should you ever pay a visit to the Asturias, you will (though you may not find your way to his house by railroad) be welcomed by your obedient servant,

THE RESIDENT.

Oviedo, June 25.  
P.S.—I have just been told that the crafty Spanish capitalist, Don José Salamanca, and the mighty sounding titled grandees of Madrid, have taken the premium in the English market, and thereby left my countrymen to bewail over their loss. The proof of this you will soon find by inquiry at the Stock Exchange, London, Liverpool, and Manchester, and, if a fact, it will clearly show how little the Spaniards believe there is a chance of the railroad ever paying.

#### ASKEW ARCHES.

Sir,—In continuation of my remarks in the last *Mining Journal*, upon the subject of security upon railways, it may be as well to look into the imperfect mathematical construction of oblique, or, as Dr. Johnson calls them, "askew" railway arches. Now, as I must consider the importance of your space for correspondents, upon the principle of Mr. Sheil with the New Zealand question, "smack to the fact," must be my motto.

When two abutments of an arch are so placed that their extremities are at right angles to each other, it is generally admitted that the pressure of the key-stones throughout are counteracted by the right angular opposite resistance of the abutments. But when these abutments are not at right angles, that angle of the abutment which is skewed out of the square, and unsupported by its opposite abutment, that right angle (mathematically speaking) "is not supported at all." The work may be twisted—so may a ribbon in Regent-street; but it is a mere external surface, and what it gains in sight, it loses in science and strength—vide the ditch arch of the Croydon Railway, at Corbet's-lane, which fell in from dead debility, before ever it was made use of. I will not encumber your valuable space by diagrams, but let any architect's apprentice place two parallel lines with their extremities 45 deg. asunder, then let him inquire what supports the two right angles which he has produced; his reflections will tell him, that the whole mathematical beauty of equal sides at right angled extremities, having equal pressure throughout the whole length of the key-stones—that, that is lost—and that, to construct this distorted weakened piece of imperfection, he must skew every stone—vide South Devon—to make it correspond to this deficient show board. The simple conclusion I come to, then, is this, Sir—should I, as "L. S. D." and many others, from the mere fantasy for show (as in the Croydon ditch and many a filthy lane) induce architects and engineers to sacrifice the solid principles and public safety to mere diagonal fancies, which Archimedes would never sanction, and old Euclid would most severely condemn.—T. G. PEAT, R.N.: *Upper Holloway, June 28.*

GLoucester, ABERYSTWITTH, AND CENTRAL WALES RAILWAY.—This line of railway is intended to commence at Gloucester, at the terminus of the Cheltenham and Great Western Union Railway, and crossing the Severn above the city of Gloucester, proceed by Newent, Ross, Hereford, Hay, Bulth, Rhayader, and the Devil's-bridge, to Aberystwith. In connection with this line is a scheme for the improvement of the harbour at the latter place, and the establishment of a harbour of refuge for the Channel—a subject which has long been felt by nautical men to be of the first importance to the maritime interests, and as the construction of such harbours has long been contemplated by the Government, it is probable that considerable assistance towards this portion of the plan will be afforded by the Board of Admiralty, and such facilities are offered by the nature of the coast, as to enable the carrying it out at a comparatively moderate expense. Central Wales has long felt the want of means of that rapid internal communication which this railway will afford, and by it the value of its mineral riches will be greatly enhanced, while the growth of timber, which, in many parts of Cardigan, Radnor, and Herefordshire, has hitherto been of little value, will be turned to ample profit. This line will open out the most direct communication between the metropolis and Ireland, saving a distance of several miles, as compared with Holyhead, Portlennan, or Fishguard, whether the journey is made to Dublin, Wicklow, or Wexford; and, by means of the railways about being carried out in Ireland, particularly that from Wexford to Tralee and Valentia, this line will secure the most direct connection to the nearest point of embarkation for America. To all who are acquainted with the localities through which this line will pass, its advantages will be self-evident, giving an outlet for the rapid transit of the staple produce of Wales—viz., woollen manufactures—and the cider, butter, cattle, and sheep of the principality and Ireland, and affording to passengers the most rapid and direct means of communication, not only from Aberystwith to Gloucester, but, in connection with the other great lines of the north-west and west of England and of Wales, with all the great manufacturing towns and seaports of the kingdom in general. The capital proposed is 1,250,000; and, from the large traffic insured for this line, there is little doubt of an ample return.

ST. LAWRENCE AND ATLANTIC RAILROAD.—This is a project for constructing a line of railway from the City of Montreal, to proceed through the most fertile part of East Canada, by Sherbrooke, and joining a proposed line from the city of Portland on the Atlantic, will connect it with Boston by the railway from thence already completed. This line will be 240 miles in length, securing a uniform and cheap route through Canada, and uniting its capital with the harbours of Boston and Portland. By the present communications between the Atlantic and Canada by the gulph and river St. Lawrence, which is obstructed with ice one-half of the year, or by the land journey from New York or Boston, the distance is 330 miles, partly performed by steam-boat and partly by stage, and taking into consideration the rapidly-improving state of this important colony, its large and increasing population, and its commercial position, no doubt can be entertained of the great public convenience which must arise from the construction of this line, or of the shareholders being amply remunerated for their spirit and enterprise. It will form the great highway to the extensive regions of the great lakes, the borders of which are so remarkable for their fertility, and will comprise the best parts of Western Canada, and in the United States, New York, Michigan, Ohio, and Wisconsin, and as local branches are carried out at different periods, as the necessity for such extension becomes apparent, the profits of the company must gradually increase. One peculiar feature in the scheme, as submitted to English capitalists, is, that the Act of Incorporation has been already obtained, thus avoiding those preliminary expenses, which form so large an item in English railways, and from the facilities which are afforded by the nature of the country, the price of labour, and other circumstances, it is estimated that 4000l. per mile will be its maximum cost, and that forty miles may be opened by the end of next summer, yielding profitable returns. This railway will bring Montreal within a few hours of Portland and Boston, harbours always open, and within twelve or thirteen days by steam-ship with the mother country, proving to all engaged in traffic between England and the colony a transit of the greatest rapidity and general convenience.

GREAT WESTERN RAILWAY OF BENGAL.—This projected line of railway, to which we briefly adverted in our last Number, is intended to connect Patna on the Ganges, with the Indian metropolis, passing through Barrackpore and the military cantonment of Chogda, and traversing the fertile provinces of Bancoora, Beerbhoom, Ramghur, and Bahar. On the completion of this part of the line, it is intended to extend it from Calcutta to Diamond Harbour at one end, and from Patna to Dinapore at the other; thus embracing, in a distance of about 440 miles, the most important and populous districts in India. Although it is difficult to form an estimate of the traffic which will accrue to so important a line of railway, there is no doubt it will be ample to pay a fair per centage for the capital expended. The supply of opium from the provinces of Bahar and Benares to Calcutta, is little short of 20,000 chests per annum; it is calculated that 600,000 acres of land are under cultivation in the upper districts for sugar alone—while the Ganges supplies a traffic in goods of at least 1,000,000 tons per annum. Salt will also form a large article of commerce, and when, for the present incomplete and difficult modes of intercommunication, is substituted the facilities of railway transit, trade and commerce will be, doubtless, extended to a very great degree. From the vast amount of European, as well as native, population, and the great number of officials attached to the military and civil service of India, a large amount of passenger traffic may safely be calculated upon, and the line of country through which the railway will pass being nearly a dead level, and offering facilities for its construction which is rarely afforded, its cost will be so moderate, that, according to the best calculations which can be made, taking into consideration the present number who travel by the tedious and expensive palanquin, the increase which will naturally take place, and the vast amount of goods which must pass among these highly populous districts, a return of at least 12 per cent. may be safely expected. The productions of the north and north-western provinces are cotton, rice, indigo, silk, sugar, opium, lac, and other gums, with coal, iron, and timber. The mineral riches of this part of India have never yet been properly developed; and, there is little doubt but, on the completion of the line to Calcutta, they will also form a most important branch of commerce. Arrangements are made for an immediate survey, under the auspices of the East India Company, and no measures will be neglected that can bring the completion of the line to a successful, profitable, and speedy issue.

THE MADRAS RAILWAY COMPANY.—This company has been formed for the purpose of constructing a line of railway of about seventy miles in length, from Madras to Wallajahnugger and Arcot; and should, on its completion, the success of the line turn out as great as all the estimates would warrant, it is intended to extend the system throughout the Madras territories to Cuddapah and Hyderabad, north, and to Mysore, Salem, and Trichinopoly, west and south. The traffic in goods and passengers can be estimated on this line with a correctness, perhaps, equal to any route in India; there being, between the proposed termini, a good road, on which 30,000 tons of goods pass and repass in a year, and 150,000 passengers travel each way: and, from Arcot being a large military station, the passage of troops, military stores, and treasure, will form important items in the income of the company, which will give a large return for the capital invested. The population of Madras is now 600,000, and the entire territory of the presidency above 14,000,000. Large quantities of salt are manufactured at Wallajahnugger, on which the entire population of the interior districts depend—while the produce of the latter, consisting of sugar, coffee, lac, betel-nut, potatoes, wood, grain, and seeds of various kinds, charcoal, and firewood, will find by this line a cheap and rapid transit to a place of shipment. Madras produces the finest cotton in India, and but requires a cheap means of carriage to enable it to compete successfully with American; and the natural capabilities of the interior districts require only such accommodation as a railway can give fully to develop their resources, and increase the necessities and the comforts of the community at large. In the whole distance, there is a rise of only 600 feet, and the ground so favourable that the estimated cost of a single line of rails will not exceed 5000l. per mile, and thus, by fixing the capital at 500,000l., an ample fund will be established for meeting any contingencies which can possibly arise. As long ago as 1832 a line was projected and surveyed by an officer of the Madras Engineers, intended for the sole purpose of carrying salt from the sea-coast to the interior, and taking back a return load of some of the produce above-mentioned; and when to this is added a general goods' traffic, and the conveyance of passengers and the military, the project holds out a prospect of success of the most cheering character. Negotiations will be entered into with the authorities of India for carrying out the railway, which, should they not be, in every respect, satisfactory to the directors, the deposits will be returned; and, on the contrary, should they be favourable, measures will be taken for the early extension of the line as before-mentioned.

OXFORD, WITNEY, CHELTENHAM, AND GLOUCESTER INDEPENDENT RAILWAY.—This line of railway is intended to commence at the Great Western station at Oxford, proceed by the towns of Ensham, Witney, Burford, and Northleach, to Gloucester and Cheltenham. By this arrangement, the line will form the shortest and most direct communication between those towns and the metropolis, and, as compared with the present route from Cheltenham to Oxford, there will be a saving in distance of thirty-seven miles, and, consequently, of time, in the same proportion. On the formation of the projected railways to Aberystwith, and those to Galway and Valentia, on the west coast of Ireland, this line is likely to be the great thoroughfare between the metropolis and the south-west of England, Wales, and Ireland, as the port of Valentia will most probably become, at no very distant day, the great depot for vessels engaged in the American trade, by which an often tedious and dangerous voyage will be avoided, and much time saved. The highly populous state of the districts between Oxford and Cheltenham, the growing commerce of the towns, and the varied and rich products of the agricultural localities, insure to this line a very large traffic, both in passengers and goods, coal from the forest of Dean, salt from Cheshire, with cattle and timber from the intermediate districts, forming a large portion of the traffic, and which must eventually tend to give the shareholders a good per centage for their capital, which is fixed at 900,000l., in shares of 25l. each. The country has been surveyed for the adoption of both gauges, but, should the decision of Parliament render this plan inexpedient, the narrow gauge will be adopted, and the capital, in consequence, reduced to 700,000l.

NEWRY, ARMAH, AND LONDONDERRY JUNCTION RAILWAY.—This proposed line of railway, of about thirty-five miles in length, is intended to give to the inhabitants of the counties of Tyrone, Monaghan, Fermanagh, Derry, and Donegal, the most direct mode of communication with Armagh, Newry, and Belfast: commencing at Omagh, and passing Ballygawley, Fintona, Clogher, Auchnacloy, and Caledon, long famous for its flour and corn mills, it terminates at Armagh; here it will form a junction with the Ulster Railway, the Dublin, the Newry and Enniskillen, and the Armagh, Portrush and Coleraine Railways, thus, in a short distance, establishing a line of railway communication, which will comprise some of the best towns and populous districts in the north of Ireland. From the most careful estimates of the present traffic, and the amount of agricultural produce, and commercial and manufactured articles of transit, the shareholders may safely calculate on a return of, at least, 8 per cent. The project will be brought before Parliament in the next session, and the capital is fixed at 400,000l., in 16,000 shares, of 25l. each. As the several railway projects of Ireland are carried out and communicate with each other, the general traffic will extend, and each of the companies find an increase in the amount of their returns, which, at first, was not at all calculated upon.

ARMAGH, COLERAINE, AND PORTRUSS RAILWAY COMPANY.—A meeting of the most influential noblemen and gentlemen connected with the north of Ireland has been held in London, for the purpose of agreeing upon the most effectual means to be taken in order to obtain a suspension of the standing orders in favour of this company. It will also be seen by our Parliamentary report that a number of petitions from all the large towns along the line of the proposed railway, praying for a suspension of these orders, have been presented to the House by the members representing the counties and boroughs, whose interests are likely to be affected by the proposed measure. We are happy to see that, among the rest, two petitions have been presented by the member for that borough—one from the municipal commissioners of Coleraine, and another from Portrush and Portstewart. We trust that, while other Irish railways have obtained a suspension of these orders in their favour, the Armagh, Coleraine, and Portrush Company will not be denied. We are aware that some gentlemen, calling themselves a deputation from a company at present bearing the name of the Dublin, Belfast, and Coleraine Junction Company, have been holding meetings in this neighbourhood, and getting up petitions for the purpose of opposing the application of the Armagh, Coleraine, and Portrush Company. We understood for some time that this company had become extinct; but, a few months ago, we were much surprised to find that the gentlemen comprising the deputation, which consisted of two paid officers (Mr. Barnes, the engineer, and Mr. Goodlatte, the Irish secretary to the company), had appeared in the neighbourhood, and were holding meetings for the purpose of petitioning for a suspension of the standing orders in their favour also. We have neither time nor space to-day to follow the course of these gentlemen through the neighbourhood, but the value of their petitions, and the means resorted to, may be inferred from the fact of their meetings having been held in such places as Maghera (some country district, or village, we never had the pleasure of hearing of before), as well as from the rather odd inference they draw, in their last advertisement, from the fact of another company, whose title bears a great similarity to theirs, and of which circumstance they seem determined to take full advantage, having obtained a decision of the House of Commons in their favour. "The formation of this line," say these gentlemen, "is now rendered certain, by the decision of the House of Commons in favour of the Dublin and Belfast Junction Company"—that is to say, because a decision has been obtained in favour of the Dublin and Belfast Junction, therefore, the formation of the Dublin, Belfast, and Coleraine Junction Company's line is rendered certain!!! We have heard of an old gentleman who felt certain the building of Tenterden steeple was the cause of the Goodwin Sands; but his inference was fair and legitimate, when compared with this.—*Coleraine Chronicle.*

#### GREAT WESTERN RAILWAY OF BENGAL

(Provisionally Registered, under the Act 7 & 8 Vic., c. 110.)

Capital £4,000,000, in 80,000 shares of £50 each. Deposit 5s. per share.

(Being the largest sum allowed to be taken under the Registration Act.)

Offices of the Company—147, Leadenhall-street.

##### PROVISIONAL COMMITTEE.

The Right Hon. the Lord Viscount Combermere, G.C.B. G.C.H. late Commander-in-Chief in India  
Henry Tobias Prinsep, Esq. late secretary to the Government of India, 37, Hyde-park-gardens  
Lieut.-General Sir Willoughby Cotton, K.C.B. Carlton-Club, Pall-mall  
Major-General Duncan Macleod, late chief engineer of Bengal, 3, Clifton-place, Hyde-park  
Major-General Martin White, Bengal Army  
Adam Ogilvie, Esq. Civil Service, collector of revenue, Kishnagar, Bengal  
Major H. B. Henderson, late officiating military auditor-general (firm of Carr, Dwarkanath Tagore, and Co. Calcutta), 15, Norfolk-crescent, Hyde-park  
Richard Hartley Kennedy, Esq. late physician-general, Bombay, chairman of the Coventry and Leicester, and Warwick and Cheltenham railways, Embscot House, Leamington  
Walter Ewer, Esq. F.R.S. Bengal Civil Service  
Colonel Skarlon, Bengal Army, 6, Lansdowne-terrace, Kensington-park  
Lieut.-Colonel John Smith, Madras Cavalry, Effingham Hall, Norfolk  
Major Morse Cooper, late of the 11th Hussars, Wargrave, Henley-upon-Thames  
George William Bacon, Esq. Bengal Civil Service  
Archibald Spens, Esq. late of the Bombay Civil Service, director of the Bank of Western India, and Coventry and Leicester Railway  
W. P. Andrew, Esq. H.E.I.C.S. director of the South Midland Railway, Grosvenor-street, Grosvenor-square  
James B. Graham, Esq. barrister-at-law, Supreme Court of Bombay, Sussex-gardens, Hyde-park  
Captain Hitchens, H.E.I.C.S. director of the Birmingham and Oxford Railway, 43, Queen Anne-street, Cavendish-square  
The Honourable William Gore, 21, Wilton-crescent  
The Honourable D. S. Erskine, 81, Jernyn-street  
Sir Frederick Dunbar, Bart. of Beath  
Sir William Hyde Pearson, Hanover-square  
John Kinnerly Hooper, Esq. alderman of the City of London  
Samuel Robde, Esq. F.G.S. director of the South Midland Railway, 3, Crosby-square, Bishopsgate  
Major Walker, K.H. 15, St. James's-square  
Scott Thomson, Esq. late of Calcutta  
John James, Esq. secretary of the City of London  
Captain Hamilton, 10, Gloucester-place, Portman-square  
Henry Hadlow, Esq., M.D.  
Frederick Ayrton, Esq. H.E.I.C.S., 3, Garden-court, Temple  
N. B. E. Baillie, Esq. Oxford-terrace, Hyde-park  
Major White, Bengal Army, Pall Mall  
W. S. Fitzwilliam, Esq. Old Broad-street  
(With power to add to their number.)

##### COMMITTEE OF MANAGEMENT.

Major H. B. Henderson  
R. Hartley Kennedy, Esq.  
Major Morse Cooper  
Archibald Spens, Esq.  
W. P. Andrew, Esq.  
James B. Graham, Esq.  
Captain Hitchens  
The Honourable W. Gore  
Major Walker  
John James, Esq.  
Mr. Alderman Hooper  
W. S. Fitzwilliam, Esq.  
(With power to add to their number.)  
TRUSTEE AT CALCUTTA—Dwarkanath Tagore.  
BANKERS IN LONDON—Hartley, Tagore, and Co., St. James's-street;  
Smith, Payne, and Smiths, Lombard-street.  
BANKERS IN CALCUTTA—The Union Bank.  
BANKERS IN BOMBAY—The Bank of Western India.  
ENGINEERS—Charles Vignoles, Esq., F.R.A.S., M.R.I.A.  
STANDING COUNSEL—A. E. Cockburn, Esq., Q.C.; Edwin James, Esq.  
SOLICITOR—W. B. James, Esq., 5, Basinghall-street.  
AGENTS AT CALCUTTA—Carr, D. Tagore, and Co.

The object of this company is to construct a line of railway connecting Calcutta westward with the River Ganges at Patna, passing along the left bank of the Hooghly, by Dumdam, through Barrackpore, the country residence of the Governor-General, and a large military cantonment, to Chogda, at or near where it is intended to cross the river, and will then continue its course through the highly-cultivated provinces of Bancoora, Beerbhoom, Ramghur, Monghyr, and Behar, to Patna, terminating at the chief town of that important district, with an extension from the main line commencing at Chogda, on the left bank of the Hooghly, joining the Ganges at or near Sootee; this extension being a short and practicable line, approved of by all parties acquainted with that part of the country, is in accordance with the recommendation of the Honourable East India Company upon the subject of railways in India.

An extension of the line from Calcutta to Diamond Harbour, and from Patna to the important station of Dinapore, will form part of the scheme; it is the intention of this company eventually to extend the main line further into the northern and western parts of India, by crossing the Ganges near Patna, and proceeding by way of Benares, Allahabad, and Agra, to Delhi.

The company, in carrying out the above project, feel strongly impressed with the important advantages that must accrue to this portion of India by these projected lines, which immediately connect Calcutta with the fertile, productive, and important districts of the north and north-west, and, by the junction with the Ganges at Patna, open a direct communication for the traffic upon that great river with Calcutta, and thus avoid the dangerous, uncertain, and tedious river navigation, at present the principal means of carrying the valuable commercial productions of the interior and north-western provinces, for shipment to the ports of Europe and America. These productions consist of cotton, rice, indigo, silk, sugar, opium, coals, lac, dyes, timber, saltpetre, minerals, &c., which abound throughout the whole extent of this district; and when it is taken into consideration the great loss sustained by delay of transit, damage done to merchandise, expenses of freight, insurance, and various other losses, caused by the insufficiency of the present mode of internal communication, it may be confidently expected that this railway will, to a very great extent, supersede the river navigation, and bring down to Calcutta the enormous amount of traffic that at present floats down the Ganges.

The length of the main line is about 320 miles, and the extension to Sootee about 115 miles. The country through which the lines are intended to be formed is, for the most part, well fitted for the purpose, presenting comparatively few engineering difficulties, being nearly a complete level throughout, except in one point, where a little cutting may be required, and whereby a plentiful supply of building stone can be obtained for the necessary purposes of the works.

From a statistical return of the inland trade of India, it is found that the annual imports and exports of Calcutta amount to about £16,000,000 sterling, of which the chief portion comes down from the interior, or is conveyed thither by the present expensive and tedious mode of carriage; in the article of sugar alone the quantity that was brought down to Calcutta from the north-west—where it is computed that nearly 600,000 acres are under culture of the sugar cane—in one year amounted to about 130,000 tons. In 1841, the number of chests of opium brought from Behar and Benares amounted to 18,827.

The estimated traffic of the Ganges is rated at from 800,000 to 1,000,000 tons per annum; supposing only one-half of this should be diverted to the railway, the goods' traffic, at the estimate of 1d. per ton per mile, with the usual deduction of 40 per cent. for working charges, would yield—exclusive of passengers and other traffic—a return exceeding 12 per cent. on the estimated capital of the company. In that portion of the line between Burdwan and Calcutta, in 1843, nearly 13,000 tons of salt, and about 18,000 tons of sugar, were carried from thence to Calcutta at the cost of 3d. per ton per mile. The gross amount of traffic between these points alone has been estimated at 108,000 tons per year; and the return thereon amounted to nearly £126,000.

The promoters have been in correspondence with, and have memorialised, the court of directors of the Honourable East India Company upon the merits of this undertaking, a copy of which correspondence appears in the prospectus.

The committee feel great pleasure in announcing to the public, that Dwarkanath Tagore has consented to act as trustee for this company in India; and has addressed his firm at Calcutta, requesting they would act as agents there.

The company will be managed by a board of directors in London, assisted by a board of direction in Calcutta, and arrangements will be immediately made to commence a preliminary survey, and competent parties will be sent out for that purpose, and also to promote the interests of the company generally in Bengal.

The dividends will be paid in London and Calcutta at the usual rate of 2s. per rupee. A subscription contract will be prepared, to be executed by the shareholders, and application will be made for a Charter of Incorporation, or Act of Parliament.

Applications for shares to be made to the secretary, at the offices of the company, 147, Leadenhall-street, and to the undernamed sharebrokers:—London: Messrs. Peppercorne and Co., 2, Old Broad-street; Hill, Fawcett, and Hill, Threadneedle-street; and J. W. Scott and Co., 3, Bartholomew-lane—Leeds: Messrs. John Young and Co.—York: Messrs. Grayson and Earle—Edinburgh: Messrs. McCallum and Co.—Dublin: Messrs. Bruce and Syme—Liverpool: Messrs. Ridsdale and Chauncey, Mr. James Pritt, and Mr. J. O. Binger—Derby: Mr. T. Eyre and Mr. J. Cuff—Hull: Messrs. Collinson and Flint—Manchester: Messrs. Cardwell and Sons, and Mr. J. Clegg—Bristol: Mr. Luke Arnold—Exeter: Beaumont and Co.—Birmingham: Mr. W. H. Collis—where prospectuses and forms of application may be had.

##### FORM OF APPLICATION FOR SHARES.

The Directors of the Great Western Railway of Bengal.

Gentlemen,—In consideration of your allotting to me shares, of £50 each, in this undertaking, I hereby agree to pay the deposit thereon, or any less number of shares that may be allotted to me; and I also undertake to sign the necessary deeds when required so to do.

I am, Gentlemen, your obedient servant,  
Name at length.....  
Profession.....  
Address.....  
Date.....  
Reference.....